General Plan City of Daly City

Housing, Land Use & Circulation Elements



Adopted November 1987

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General Plan Housing, Land Use and Circulation Elements Adopted November 1987

Prepared For: City of Daly City

Prepared by:
Planning Division
Department of Economic
& Community Development



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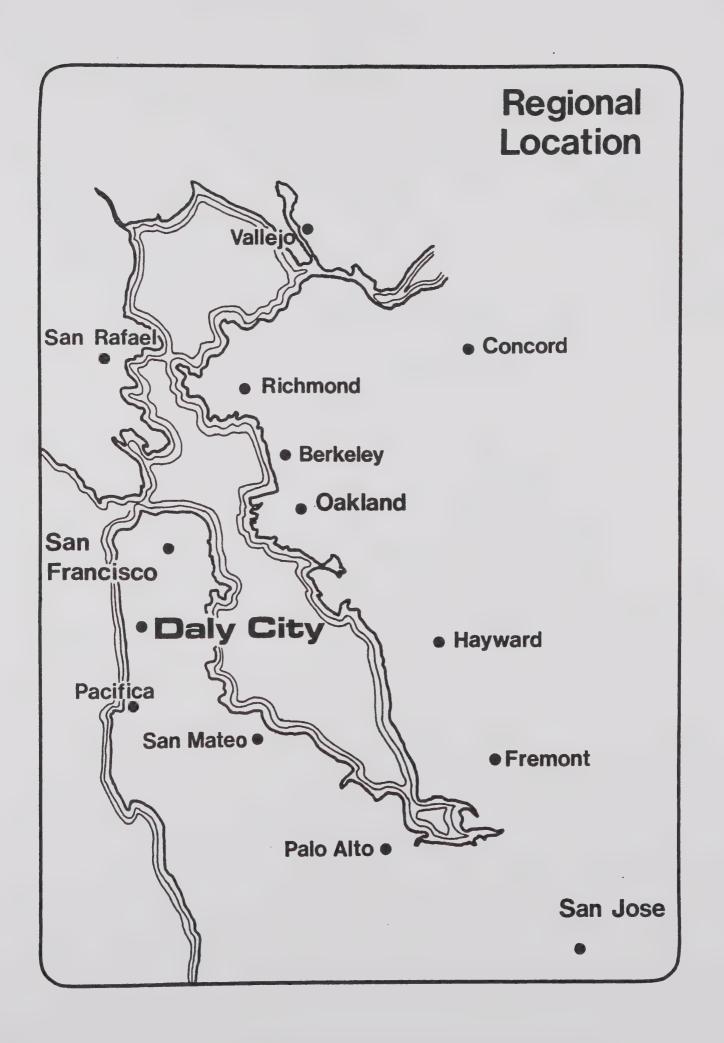
GENERAL PLAN 1987: AN INTRODUCTION

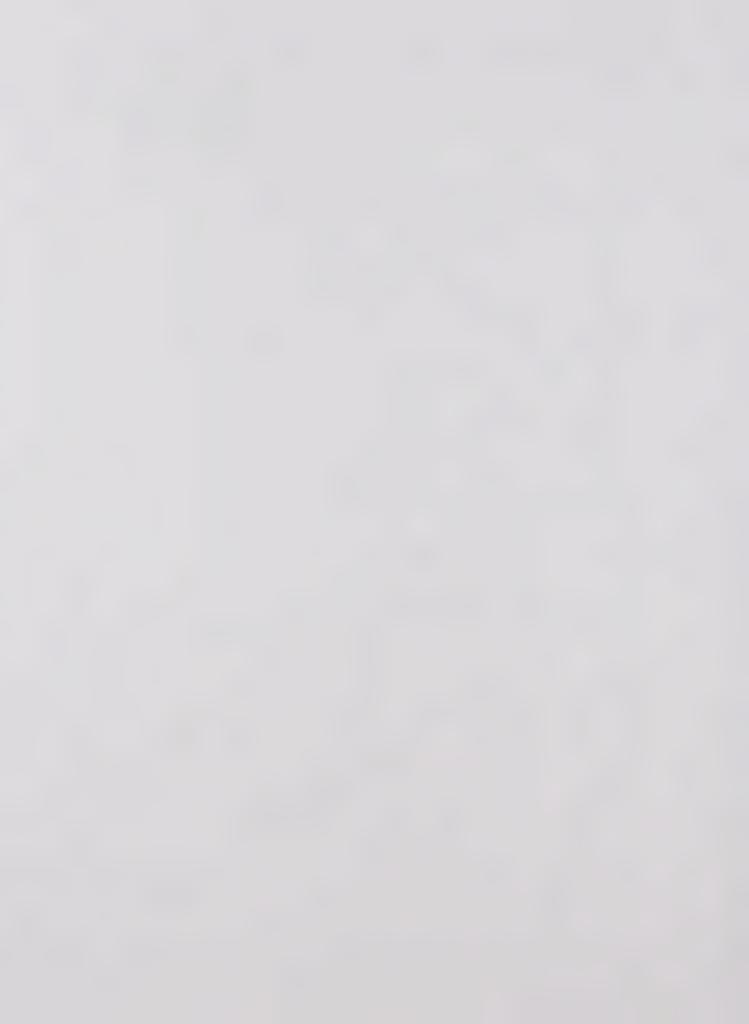
This document comprises the Housing, Land Use and Circulation Elements of the General Plan. Within the context of these three elements, the areas of employment, housing, and open space are identified and the public services and circulation improvements needed to service those land uses are defined. The intensity, placement, and manner in which these uses interrelate forms the basis for the City's design, its livability and its economic stability.

Prior General Plans and subsequent development have largely shaped the overall form of Daly City. Most basic facilities are in place. Future community focus will involve improving the basic community form, guiding redevelopment and carrying out adjustments in response to ever changing circumstances. The community must remain open to innovation and new approaches which will help blend the new with the old while fostering the objectives of the plan.

The General Plan is a document used by decision makers to evaluate proposals from ideas generated in the private market place. However, it is more than a document used to react to proposals; it provides a vision for the future, a mission statement for the City. It is also a document to be used by the community in order to better understand future land use decisions. Therefore, an emphasis has been placed on creating a document which is both a planning tool to be used by City government as well as an educational document to be used by the community.









Housing Element

1 Introduction

Scope and Role of the Housing Element

All too often housing plans are dominated by statistics: carefully assembled, classified and tabulated data that, after manipulation through sophisticated analytic techniques, tells us there is or is not a problem. What these analyses seldom do is relate housing to a social purpose. Concern is focused on the number of new units or the mixture of unit types instead of the basic human need for adequate shelter. As long as the housing problem is described in terms of quantified data, the social implications of housing policy will be poorly conceptualized. This Housing Element contains a substantial amount of quantified information because, in part, California State Law requires it. At the same time the plan attempts to consider housing in a wider social context and in so doing recognizes the diverse housing needs that exist in Daly City.

This Housing Element provides a comprehensive analysis of the status of housing in Daly City, and sets forth a goal, objectives, policies and programs to improve the quality of the City's housing stock and increase housing opportunities. It does so at a time when the entire Bay Area faces an enormous housing crisis. The element provides a framework for evaluating specific housing proposals; establishes a coordinated, realistic course of action for dealing with Daly City's concerns; and is intended to be a tool for decision-makers.

The City, in preparing the 1989 revision to the 1987 Housing Element, solicited citizen input in a number of ways. First, it invited comment and participation throughout the revision process from interested organizations and individuals, including:

Fran Wagstaff

Midpeninsula Housing Coalition

Maurice Dawson

San Mateo County Housing Authority

Joan Neff

League of Women Voters

Steve Bucknum

Volunteers of America

Linda Shearin

Building Industry Association

Rolf Pendall

The Bay Area Council

Peter Reid

Legal Aid Society of San Mateo County Gloria Soliz

Shelter Network of San Mateo County

Jane Graf

Catholic Charities

John Ryan

No. San Mateo Co. Assoc. of Realtors Tony Lauron

Hillside Homeowners Improvement

George Brenk

St. Francis Heights Homeowners

Tom Leroux

Serramonte Homeowners Assoc.

Elsa Ramos

Southern Hills Homeowners Assoc.

Bob O'Sullivan

Village Serramonte Homeowners

Theodore V. Tronoff

Westlake Estates Homeowners Assoc.

Morris A. Liston

Westlake Subdivisions Improvement

Jamesanne Dunn

Saddleback Homeowners Assoc.

Robert Cordero

Crocker Neighborhood Assoc.

Linda Rote

Franciscan Mobile Homeowners

Edward McDonald

Bayshore Residents Assoc.

Bernie Mannia

San Mateo County Senior Action

Coalition

Tom Nolan and Maben Clark

San Mateo County Housing Task Force

The 1987 Housing Element was mailed to these parties prior to revision.* A study session was held with the Planning Commission followed by further input and a Public Hearing. A Public Hearing was also held before the City Council. These parties were invited to all three opportunities to comment. All comments received were considered in redrafting the 1987 Element to properly address revised housing needs and come into compliance with new state law.

The data contained in this document was gathered during the later part of 1989 and the beginning of 1990. In some cases, more recent data on a topic has become available. This information will be made available to interested parties upon request at the Planning Division offices.

* A draft copy of the Housing Element revision was mailed to each organization and a four-week review period was provided to allow for the submittal of written comments.

Consistency with Other General Plan Elements

This revision to the 1987 Housing Element is consistent with other elements of the Daly City General Plan. In 1987, all elements of the General Plan were evaluated for consistency as part of the updating of the Housing, Land Use, and Circulation Elements. The Housing Element policies adopted in 1987 are largely carried forward to the 1990 update. The only significant revisions affect the number of housing units needed to meet Daly City's share of regional housing needs to the year 1995. As an older community, housing development opportunities will occur in existing neighborhoods as in-fill development. The existing infrastructure, including arterials, will be sufficient to accommodate projected growth.

2 Background Information

Meeting housing needs is a difficult challenge in the Bay Area. For a variety of reasons, the production of housing units falls far short of the demand for housing. The forces at work in the Bay Area's housing crisis are, for the most part, beyond the control or influence of the City. For this reason the programs that are being proposed to be undertaken by the City deal with the symptoms of the housing crisis and not the causes. Nevertheless, the City makes a concerted effort to address the problem.

What can the City do to increase housing opportunities? The City can assure that sufficient sites exist for housing and that these are acceptable to the City's residents; provide land use incentives for the production of housing units; assist in the financing of housing through housing bonds, etc.; and establish a regulatory system that protects the consumer while creating a favorable climate for new construction.

What can the City do to maintain the quality of the existing housing stock? The City can continue to enforce code requirements and seek to prevent construction that is substandard; provide financial assistance for those who cannot afford home improvement costs; establish guidelines that assure neighborhood compatibility; and create a process for enforcing code requirements that recognizes resource and personnel constraints.

State Planning Law

The Housing Element is designed to comply with the specific requirements of state law as regarding the contents of a Housing Element (California Government Code, Section 65580). The element is divided into five major sections. The Background Data and Needs Assessment section reviews population and household characteristics and trends; housing conditions and market characteristics; and projected housing needs. The Constraints To Residential Development section discusses both governmental and nongovernmental constraints. The land suitable for residential development is discussed in the next section. The fourth major section of the Housing Element outlines the City's Housing Goal, Objectives and Policies. It sets a direction and destination for the efforts undertaken by the City. This section includes an assessment of the City's progress in meeting its goals since the last revision. Finally, Housing Programs, both existing and proposed, are reviewed in the last section of the element. An assessment of the City's progress in establishing and/or operating these programs is included in Appendix C.

Population Growth and Age Structure

This section of the Housing Element assesses the housing needs of the City of Daly City by analyzing various social and economic factors that characterize the housing situation of the City. Background data on the population and housing characteristics of Daly City, as well as the trends observed in each, assists in defining the problem. This information is also critical in establishing which strategies should be chosen for correcting the problem.

Growth Trends

Between 1970 and 1980, Daly City experienced a large increase in population, growing at a rate of 17.3%. This growth rate was considerably higher than that of San Mateo County as a whole. Table 1.1a indicates that the City of Daly City's population grew at a rate of almost three times that of the County, rising from 66,922 persons in 1970 to 78,519 persons in 1980.

Table 1.1a
Population Growth 1970-1980
and Percent Increase

			Percent Increase
	1980	1970	1970-1980
City of Daly City	78,519	66,922	17.3%
San Mateo County	587,329	557,361	5.3%

Source: 1970 and 1980 Census

Table 1.1b illustrates the population growth in Daly City and in San Mateo County between 1980 and 1990. This table illustrates that, over the past two decades, Daly City's population growth rate has remained at approximately 17.5%. San Mateo County's population growth rate, while still about one half of Daly City's, has almost doubled, going from 5.3% to 10.6%. Daly City has the highest population growth rate in San Mateo County. Figure 1.1a illustrates the population growth of Daly City from 1970 to 1990.

Population Projections

The Association of Bay Area Governments (ABAG) is the regional agency responsible for producing economic and demographic projections for the nine county Bay Area region. ABAG uses 1980 c ensus figures as the base figure for

Table 1.1a
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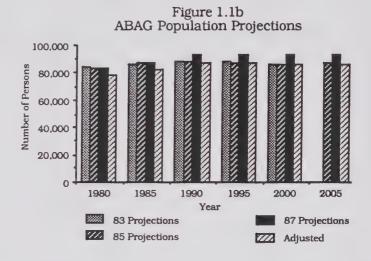
their projections and forecasts the population in five-year increments up to the year 2005. ABAG uses a Regional Economic-Demographic System (REDS) to produce these projections. This system uses a Cohort-Survival Model to project population. The Cohort Survival Model is based upon age-specific fertility and survival rates as well as migration rates and projects population for each five-year "age-cohort." ABAG produced population projections in 1983, 1985, 1987, and 1989. These figures are presented in Figure 1.1b and Table 1.1c below.

As indicated by the figure above and table below, Daly City will reach its peak population around 2000. It is important to note that these population projections include Daly City and all unincorporated areas within its sphere of influence as determined by the Local Agency Formation Commission (LAFCo.) In order to compensate for the additional persons included in these projections that are not within Daly City's city limits, these figures have been adjusted and are presented below the ABAG Projections. The figures were adjusted by first determining the percent change for each of ABAG's five-year projections.

Age Composition

The age structure of Daly City is very similar to that of San Mateo County. As indicated by Table 1.1d, all four age groups presented are similar with the 5-17 year

old age group being slightly higher and the 65+ year old age group being slightly lower than that



of San Mateo County. The most notable difference is the median age. The median age for Daly City is approximately two years younger than that of San Mateo County.

Figure 1.1c illustrates the age composition of the City for both males and females and also illustrates the changes that have occurred over the ten-year period between 1970 and 1980 for these two groups. As shown in Figure 1.1c, there has been an increase in the number of people be-

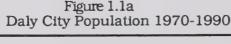
Table 1.1c

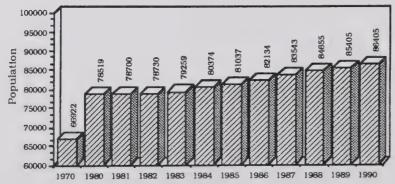
ABAG Population Projections 1983, 1985,1987 & 1989

Years Projected

ABAG Projections 1983	1980 83,995	1985 85,900			2000 86,100	2005 N/A
ABAG Projections 1985	83,658	87,700			86,700	,
ABAG Projections 1987	83,658	87,700			92,400	
ABAG Projections 1989	83,658	86,600	93,700	94,500	94,900	93,200
Adjusted Projections using 1980 Census figure	78,519	82,315	87,336	87,708	86,379	86,659

Source: ABAG Projections 1983, 1985, 1987 & 1989

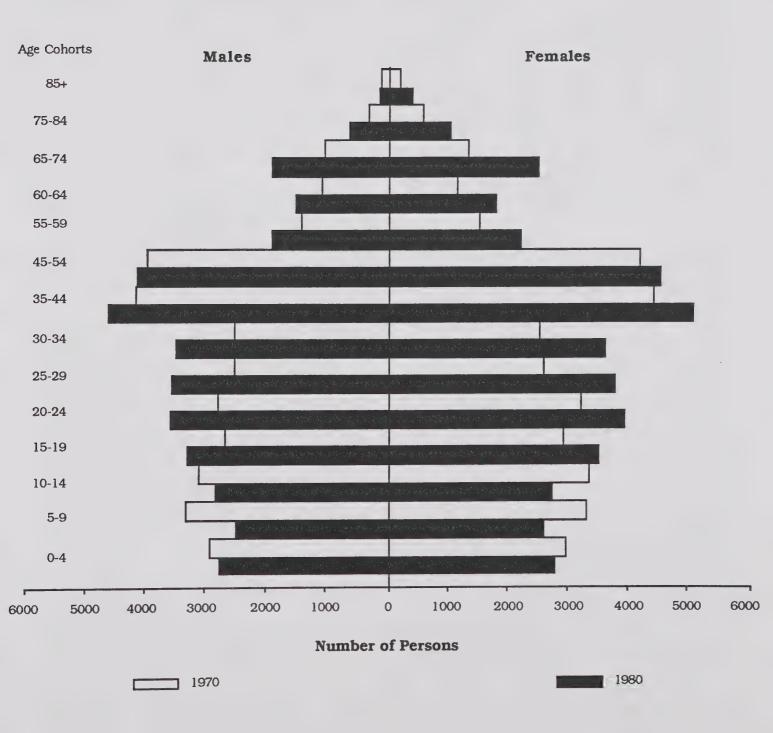




Year

tween the ages of 15 and 84 with the most notable increase in the 15-44 and 55-74 year cohorts. Increases in the 55-74 year cohorts can, in part, be attributed to the increase in life expectancy due to medical and technological advances. There has also been a decrease in the 0-14 year cohorts. While the increases in the cohorts are expected, the decrease in the 0-14 cohort does not correlate with the increase in the female cohorts of child-bearing age. The decrease in the 0-14 year cohorts may be attributable to the fact that both spouses have jobs or there could be an increase in single women of childbearing age.

Figure 1.1c
Population by Age Cohort



Employment

Normal employment growth (i.e., residents with jobs) in Daly City can be closely correlated with the increase in population as stated previously in the population projections. It is assumed that even though there will be an in-

Table 1.1d
Age Composition and Comparison, 198 0

4	Age Compo	sition and C	omparison, l	98 0
AGE	Daly City	% of Total	S.M.Coun	ty % of Total
0-4	5,558	7.10	34,615	6.00
5-17	14,819	18.90	104,200	17.70
18-64	51,292	65.30	386,466	65.70
65+	6,850	8.70	62,048	10.60
Total:	78,519	100.00	587,329	100.00
Median Age	30.7		32.9	
Persons by S		lale: 37	7,852	lian Age 29.9 31.4

Source: 1980 Census

crease in employment in the City in the near future, the increase in employment will not generate a significant increase in the need for new housing. Historically, Daly City has had a job deficit with 2.5 employed residents for every job in the community. New employment opportunities will contribute to the balance of jobs and housing. Table 1.1e identifies the civilian labor force for Daly City, as presented in the 1980 Census.

Table 1.1e indicates that nearly 70% of the labor force in Daly City is employed. Historically, Daly City has been a bedroom community with a large percentage of its residents employed in San Francisco and other Peninsula cities.

Ethnic Characteristics

Daly City, with its population of 92,311 people, is the largest, most ethnically diverse city in San Mateo County. The Asian/ Pacific Islander population is 44% of the total population. Table 1.1f itemizes the breakdown of the largest racial groups from the recent 1990 Census. The white, non-Hispanic, population has declined from the 1980 Census from 32,402 persons to 25,299 persons. The largest ethnic group is Filipino, which constitutes 27% of the population. The other significant ethnic groups are the Blacks and Hispanics (12%), Chinese (11%) and Blacks (7.7%). Data for Hispanics is presented independent from other Race/ Ethnic data in the Census and, because of this, Hispanics included in the white race category are identified in Table 1.1f and Figure 1.1d. The total number of persons of Spanish origin in 1990 was 20,634.

Compared to San Mateo County, Daly City has a more mixed ethnic composition. Daly City's total population is only 14% of that of the County but has a significantly higher proportion of the non-white groups as illustrated in Table 1.1f.

Table 1.1e Employment Status Daly City, 1980

Civilian Labor Force	Male	Female	Both
Employed	21,648	19,280	40,964
Unemployed	1,284	827	2,111
Not in Labor Force	5,816	11,844	17,660

Note: Civilian Labor Force = 16 yrs. +

Source: 1980 Census

Income

The 1980 Census provides the total income received during calendar year 1979, for persons 15 years old and over. Information regarding the household income levels for Daly City are shown in Table 1.1g. The figures represent the amount of income received by household and before deductions for income tax, social security, medical insurance, medicare, etc.

Table 1.1g indicates that the largest percentage of Daly City residents have a household income between \$10,000 and \$29,999 dollars per year. In comparing the median household income for Daly City against that of San Mateo County, Daly City as a whole is slightly less affluent than the County.

The two tables, Table 1.1h and Table 1.1i, indicate the number of persons below poverty level and low income households in Daly City compared to those of the County.

Table 1.1h indicates that Daly City has a slightly higher proportion of households below

Table 1.1f
Race/Ethnicity of Daly City and San Mateo County, 1980

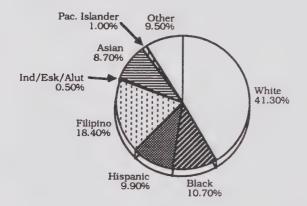
Race/Ethnicity	Daly City	% of total	S.M.County	% of total	Daly City as a % of County
White	32,402	41.3	413,194	70.4	7.8
Black	8,420	10.7	35,487	6.0	23.7
Hispanic*	7,784	9.9	45,295	7.7	17.2
Filipino	14,421	18.4	24,053	4.1	59.9
American Indian,					
Eskimo & Aleutian	422	0.5	2,481	0.4	17.0
Asian	6,813	8.7	29,300	5.0	23.2
Pacific Islander	735	1.0	2,952	0.5	24.8
Other	7.522	9.5	34,567	5.9	21.7
Total:	78,519	100	587,329	100	13.4

Source: 1980 Census

*Note: "Hispanic" for the purposes of the above table only includes persons of Spanish origin that were reported in the white racial group. All other Hispanic are included in their respective Racial/Ethnic group. poverty level than San Mateo County as a whole.

The 1980 Census definition of poverty reflects a nationwide threshold. No attempt has been made to adjust this threshold for regional or other local variations in the cost of living. Given the cost of living in the Bay Area, the below poverty households may be considered extremely poor. For example, the poverty threshold for a two-person household is \$4,723 and, thus, a

Figure 1.1d Race/Ethnicity of Daly City, 1980



couple with a combined income of \$4,725 or less than \$400 a month in 1979 would not be classified as living below the poverty level.

Table 1.1i provides a further breakdown of income groups. Levels of income presented in this table have been established by the U.S. Department of Housing and Urban Development. The "very low" income category is comprised of those households earning less than 50% of the aggregate of San Francisco, San Mateo and Mar-

Table 1.1g
Household Income, 1979

Income Level	Total # of Persons
0-4,999	1,872
5,000-9,999	2,848
10,000-14,999	3,819
15,000-19,999	3,710
20,000-24,999	4,015
25,000-29,999	3,247
30,000-34,999	2,539
35,000-39,999	1,792
40,000-49,999	1,887
50.000-74,999	1,128
75,000 +	275

Median Income: Daly City: \$21,576

San Mateo County: \$23,175

in Counties median income; "other low" income households 50-80% of that median; and "moderate" which represents those households earning 80-120% of that median. The aggregate median

income for San Francisco, San Mateo and Marin counties was \$20.700 in 1980.

According to the Table 1.1i, thirty-six percent of Daly City households were within the "low" income category compared to thirty-three percent for San Mateo County. Table 1.1j, shows the percentage of households falling below 80% of the aggregate median income within each of the City's 17 Census Tracts.

As indicated in Table 1.1j, the Westlake Center (6008) Census Tract contains the highest percentage of low income households within the City, as almost 60% of the households in this Census Tract are considered "low" income. The Bayshore (6002), the School House Extension (6013) and the Civic Center (6012) Census Tracts have over 50% of the households classified as low income. Both the Westlake Center and Civic Center Census Tracts contain a large number of multi-family apartments with below market level rents which could account for the high percentage of low income households in these tracts.

Table 1.1h
Persons Below Poverty Level,1980

	Total	% of Total	65+ Yrs. of Age
City of Daly City San Mateo County	5,462 35,321	6.9 6.0	401 3.022
Source: 1980 Census			

Households and Groups with Special Housing Needs

Household Size and Type

The majority of Daly City residents live in households compared to group quarters. The Census defines group quarters as being persons in living arrangements such as nursing homes or rooming houses, which are not households. In Daly City in 1985, only 587 persons lived in group quarters. Table 1.2a shows the total number of housing units, occupied units and household sizes for the years 1985-90.

According to the 1980 Census Daly City had 27,811 total housing units with approximately 97% of those units being occupied. The State De-

Table 1.1i
Existing Households by Income Grou p.
Daly City & San Mateo County, 1980

	Existing Households, 1980					
	Daly C	ity	San Mater	County		
Income Group	Number	Percent	Number	Percent		
Very Low	4,873	18.00	38,284	17.00		
Other Low	4,873	18.00	36,032	16.00		
Moderate	6,227	23.00	47,292	21.00		
Above Mod.	11,099	41.00	103,593	46.00		
Total:	27,072	100.00	225,201	100.00		
Moderate Above Mod.	6,227 11,099	23.00 41.00	36,032 47,292 103,593	16.00 21.00 46.00		

Source: ABAG Housing Needs Deter minations for the San Francisco Bay Area, 19 83

partment of Finance reported that in 1990, Daly City had a total of 30,420 housing units which represents a 9.4% increase from 1980. In the same time frame the percent of occupied housing units has stayed at 97%. Daly City's household size, defined as the average population per household, increased between 1980 and 1986, when it began a steady decline. This recent trend is illustrated in Figure 1.2.

Although the 1990 population per household in Daly City (2.916) appears to be small, in comparison with San Mateo

Table 1.1j
1980 Census Data Profiles by Census Tract

Census Tract	Total Households	Low Income* Households	Median Income	% Low Income
6002 Bayshore	819	422	15,768	51.53
6003 Southern Hills	786	182	27,794	23.16
6004 Crocker	1,509	584	20,253	38.70
6005 Hillside	1,627	515	21,714	31.65
6006 Original Daly City	1,393	592	19,237	42.50
6007 Top of the Hill	1,822	889	16,869	48.79
6008 Westlake Center	2.891	1,713	14,286	59.25
6009 Westlake	1,474	394	25,324	26.73
6010 Westlake Palisades	1,984	382	28,815	19.25
6011 Westlake Terrace	1,934	458	25,167	23.68
6012 Civic Center	591	300	15,882	50.76
6013 School House Extension	1,475	816	15,378	55.32
6014 St. Francis	1,772	426	25,000	24.04
6015 Skyline Plaza	2,442	860	21,765	35.22
6016.01 Serramonte	1,488	526	20,421	35.35
6016.02 Serramonte Center	1,565	222	29,482	14.19
6016.03 Serramonte East	1,500	289	26,657	19.27
Daly City Total:	27,072	9,570	21,576	35.35

Source: 1980 Census

*Note: "Low income" for the purposes of the above table is defined as having a 1979 income as reported in the 1980 Census of \$16,650 or less, which corresponds to 80% of the aggregate San Francisco, Marin and San Mateo County's media n income for that year.

County (2.575), Daly City's household size is 13% greater. If the City's household size were to reduce to the County's average, an additional 4,000 dwelling units would be needed to house the current population. This figure can be substantiated by analyzing the household type and presence of children in Daly City. Table 1.2b shows that the households with children comprise approximately 37.1% of all households in Daly City.

This figure is slightly above the state average of 35.6%, but well above San Mateo County's 24.4%. Thus, the higher percent of families with children in Daly City could account for the larger household size. Additionally, an increase in the number of houses shared by two or three families (extended families) would also contribute to the household size trend.

Table 1.2a
Housing Units and Household Size 1985-1990

	1985	1986	1987	1988	1989	1990
Total Housing Units	28,242	28,339	28,610	29,648	29,939	30,420
Total Occupied Units	27,477	27,691	27,888	28,726	28,986	29,466
Household Size	2.928	2.948	2.942	2.929	2.928	2.916

Source: State Dept. of Finance Est. 1985-1990

Table 1.2b
Household Type and Presence of Children, 1980

Household Type	Total #	Percent
Household with children		
Married Couple w/ children	8,258	
Male Householder, no spouse, w/ children	282	
Female Householder, no spouse, w/ children	1,530	
Subtotal:	10,070	37.1%
State Avg:		35.6%
S.M.Coun	ty:	24.4%
Households with No Children		
Married Couple w/o Children	7,683	
Male Householder, no spouse,w/o Children		
Female Householder, no spouse,w/o children		
Non-Family Household	7,493	
Subtotal:	17,062	62.9%
State Avg:		64.4%
S.M.Coun	ty:	75.6%

Aggregate Total: 27,132

Source: 1980 Census

Special Needs Groups

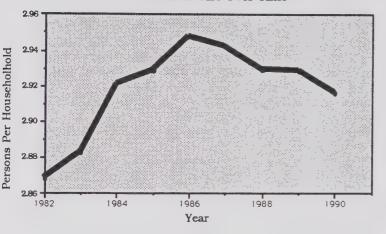
"Special Needs" groups can be defined as persons with work disabilities, households with persons over the age of 65, households with greater than five persons, farmworkers, female headed households and households needing emergency shelter. According to the 1980 Census, Daly City had the following number of "Special Needs" groups:

Two special needs groups of particular interest are the households with persons over the age of 65 and female headed households. These two groups combined represent over one-third of all occupied households in Daly City.

Elderly

The housing needs of the elderly are varied. Some elderly persons have substantial retirement incomes and own their own homes, while others live on limited incomes in substandard rental housing. The 1980 Census documented 18.3 percent of Daly City's population to be elderly, 65 years of age or older.

Figure 1.2
Household Size Over Time



Many of the elderly have unique housing needs resulting from their age, such as poor health and infirmity, limited income, and difficult mobility. The Daly City City Council has allocated Community Development Block Grant Funds to assist the elderly in several programs. Rehabilitation funds are available to provide handicap accessibility for disabled seniors, and to qualified homeowners who want to create a second unit in their single-family dwelling provided that the unit is rented to low-income persons. Many seniors take advantage of this program because the additional income from renting the unit supplements their limited retirement income. Groceries are provided to needy seniors through Operation Brown Bag. Doelger Senior Center offers a daily reduced price hot lunch for qualified seniors and provides a place for seniors to meet recreational needs.

The tenure of households with persons aged 65 and over is 1,172 for those that rent and 2,417 for those that own.

Female Headed Households

The 1980 Census documented 6,956 female

Table 1.2c Special Needs Groups in Daly City, 1980

Households w/ Persons 65+, 1 Person:	1422 (5.2%) (1) 3537 (13 %) (1)
Households w/ Persons 65+, 2 Persons:	0007
Total Elderly Households:	4959 (18.3%) (1)
Female Headed Households:	6956 (18.8%) (1)
Households with 6+ Persons:	2257 (8.3 %) (1)
Persons with a Work Disability:	1293 (2.3%) (2)

(1) all occupied households (2) persons 16-64 Yrs. of age Source: 1980 Census

headed households in Daly City. This number constitutes 18.8 percent of all households. Female headed households often have special housing needs because these households usually have lower earnings than their male counterparts and

are more likely to have dependent children to support. These factors result in a need for lower priced housing and affordable child care to be available in the community.

Daly City has estalbished several programs to meet the needs of female headed households. While not all of the programs listed below provide direct assistance for housing, they cover other necessary costs which allows income sources to go directly to housing costs. Child care costs can be almost as expensive as housing, and with large families it can actually exceed housing costs.

The City Council has allocated funds available through the Community Development Block Grant Program to underwrite tuition in local child care programs; and fund housing programs including a transitional housing shelter that helps homeless families find permanent housing while meeting their immediate need for housing, and a program that matches persons in need of housing with low-income homeowners who need to share their home in return for rent. The Community Services Center, funded by the City, provides a referral service including emergency food services and clothing.

Disabled

Another population group that typically has special housing needs is the disabled. The Center for Independence of the Disabled (C.I.D.) is a nonprofit community agency which provides assistance programs for disabled persons. The California Department of Rehabilitation reported in July, 1981 that there were 47,080 disabled individuals in San Mateo County. Daly City's population is estimated to be approximately 13.4% of San Mateo County's population. Applying this percentage to the County's disabled population and adjusting for the 1981-86 growth will result in a reasonable estimate of Daly City's disabled population. Using this method, Daly City's disabled population is estimated at 6,510. It is assumed that the number of disabled persons is equal to the number of households with disabled persons.

According to C.I.D., approximately 70% of this number or 4,557 households require accessible housing with special design features, e.g., appropriate dimensional reach, shelf heights, floor finishes, barrier free entrances and floor plans, provision of turning radius for wheelchairs, etc. This percentage of the disabled represents persons with the following categories of disabilities: blind, deaf, cardiovascular, respiratory, muscular skeletal and neurological.

Data are not available on the number of disabled persons who, because suitable housing is not available, reside in housing that does not meet their special needs. The State Department of Social Services' Inventory of Community Care Facilities indicates that in January 1986, there

were three residential care facilities in Daly City licensed for the care of disabled persons. These three had a combined capacity of twenty-two persons.

Estimates of the number of disabled households in various categories are presented in Table 1.2d These estimates were derived using the same proportion of lower income households to total households in the City and the household type percentages applicable to all lower income households. These are rough approximations of the disabled population of Daly City; of the disabled, those that reside in lower income households; and, of the lower income, those that may have special housing needs.

Large Families

The Department of Housing and Urban Development defines a large family as having five or more persons. Table 1.2c indicates that approximately 16.7% of the households in Daly City are large families. Large families may require housing assistance due to increased household expenses and the need for living quarters with higher rents.

Table 1.2d
Estimates of Housing Needs for Disabled Households

	Elderly	Small Family	Large Family	Totals
All Disabled Households	976	4.948	586	6,510
Disabled Households with Special Housing Needs	775	3,372	410	4,557
Lower Income Disabled Households	199	867	105	1,171
Lower Income Disabled Households with Special Housing Needs	139	607	74	820

Sources: California Department of Rehabilitation 1981-1985 State Department of Finance

The Housing Assistance Plan indicates that there is a need to assist 382 large families through rental subsidies over the next three years. The large family category represents 5.6% of the total need. The only effective program identified to date has been Section 8 rental subsidies.

Tenure for large families is 994 for those that rent and 3,542 for those that own.

Farmworkers

State Housing legislation has identified farmworkers as persons with special housing needs. This is because the wages are typically very low and the work is often seasonal. The 1980 Census identified 1% of the labor force occupied in agriculture in Daly City and it is be-

lieved that this figure has decreased in the last ten years as the remaining agricultural land has been developed. There is not sufficient need for farmworker housing in Daly City to justify the establishment of special housing programs. It is believed that persons in need of housing in this category will obtain assistance from programs available to all low-income persons.

Homeless

Currently there is no available census information on homeless persons and households. Other sources of information provide rough estimates, but there is no reliable source of data on the homeless population in Daly City. There are three primary sources of this problem: the transient nature of the population, which makes it hard to count people in a given geographic area; the focus of service providers on providing services, rather than gathering statistics, in the face of a serious homeless problem in the country (this encompasses no statistics, lack of detail in the statistics kept, and difficulty in not counting more than once those persons demanding services repeatedly and/or from different providers - a common occurrence); and the lack of data on those homeless not seeking assistance from service providers.

The best data come from the Daly City Community Services Center. The following table sets out demand for housing-related services for the past three years:

Table 1.2e
Persons and Households Seeking Housing Assistance

Housing Services Sought	Number of Persons/HH		
	1987	1988	1989
Emergency Shelter Homelessness (underlying problem)*	278 n/a	291 528*	317 366*
Other Housing Services (housing search, evictions, etc)	158	282	211
Subsidized housing	73	105	96
First/last deposit assistance	305	275	318
TOTAL (number of persons)	814	3172∞	2479™

Number of households (average HH size is 4.2 persons)

** In totalling, homeless households are converted to persons

Insufficient information exists to determine special needs within the homeless population. The data is also not adequate to show any trend in the number of homeless. It is clear that a substantial homeless problem exists in Daly City.

The Family Crossroads Transitional Housing project is a recently approved project in the R-3 zoning district. The project consisted of the conversion of an existing apartment building for use as a transitional shelter serving families. The Zoning Ordinance specifies that this type of use is allowed in the R-3 zoning district upon the granting of a use permit and would be a permitted use in the C-1 zoning district.

Program 32, found on page 51, states that the City will amend the Zoning Ordinance to allow the establishment of a homeless shelter upon the granting of a Use Permit in certain zoning districts, including the retail commercial district.

Daly City has approved two projects which serve the homeless during the period of the 1987-90 Housing Element. The transitonal shelter was issued a use permit approved by the Planning Commission and the City Council, without controversy from the neighborhood. The Emergency Food Pantry hot food program for the homeless was orginally proposed in a small neighborhood church in the middle of a residential neighborhood, several blocks from transportation. The establishment of this use required the approval of a use permit. The neighbors were concerned about the location of the facility and the City offered the use of a city-owned community center for this valuable program. The issue was not whether the use should be established but where and under what circumstances. The City believes that both the City and its homeless residents benefitted from these programs.

At-Risk Housing Units

California Government Code Section 65583 requires jurisdictions to evaluate the potential for low-income housing projects to convert to non low income housing and to propose programs to preserve or replace those units. The following information is required:

- 1. An inventory of restricted low income housing projects in the City and their potential for conversion;
- 2. An analysis of the costs of preserving and/or replacing the units at risk;
- 3. An analysis of the organizational and financial resources available for preserving and/or replacing the units at risk;
- 4. Quantified objectives for the number of atrisk units to be preserved;
- 5. Programs for preserving the at-risk units.

The State requires that the analysis include projects that are at-risk of converting during the next two five-year Housing Element update periods. For Daly City, this period extends from July 1, 1990 to July 1, 2000. Objectives and programs are listed in Sections 4 and 5 of the Housing Element.

INVENTORY OF UNITS AT-RISK

This section identifies the low-income units atrisk of converting to non low-income units during the next ten years and evaluates the likelihood of conversion.

By law, this inventory must include all multifamily units which are assisted under a variety of federal, state, and/or local programs, including HUD programs, state and local bond programs, redevelopment programs, and local inlieu fee, inclusionary, density bonus, or direct assistance programs. The inventoried units should be those eligible to change to non low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions.

This information on assisted units was prepared for the California Housing Partnership by the California Coalition for Rural Housing Project and is based on HUD MIDLIS databases.

Within the City of Daly City there are two government assisted low-income housing projects. The list below shows the name, location, type of government assistance, type of affordability controls, and other pertinent information about these projects.

Amberwood Apartments contains 123 elderly units, all receiving Section 8 assistance. A Section 221(d)(4) loan was provided by HUD. Under the prepayment option, the owner was eligible to prepay the loan on May 21, 1989, but did not choose to "opt-out" at this time. Two five-year extensions are possible.

- Amberwood Apartments
 Owner's Name: American Diversified
 Owner's Address: 3200 Park Central South,
 Costa Mesa CA 92626
 Total No. Units: 123 elderly (all Section 8)
 Type of Mortgage: 221(d)(4) provided by HUD
 Date of Mortgage Termination: Owner did
 not prepay mortgage and "opt out" of program
 on May 21, 1989. Two five-year extensions
 are possible.
- Villa Fontana
 Owner's Name: Goldrich & Kest
 Owner's Address: 5150 Overland Avenue,
 Total No. Units: 120: 48 are elderly and Section 8
 Type of Mortgage: Section 236 Mortgage and
 Section 8 agreement renewed in 1988. Owner
 may "opt out" on August 11, 1996. Section 8
 agreement expires on June 13, 1993. After
 1993, the owner may extend Section 8 subsidy
 for another five years.

Villa Fontana is a 120-unit apartment project with 48 of the units occupied by elderly persons receiving Section 8 assistance. This project was funded by HUD with a Section 236 Mortgage Subsidy. The Mortgage and Section 8 agreement expires on June 13, 1993. After 1993, the owner may extend the Section 8 subsidy for another five years.

The Low-Income Preservation and Residential Homeownership Act of 1990 (LIHPRHA) es-

tablishes provisions that allow owners of federally subsidized projects that are eligible for prepayment, a fair rate of return on the equity in their projects in exchange for continued affordability. If the owner of such a project wishes to prepay the loan, they may file a Notice of Intent to prepay up to two years in advance of the prepayment date. The filing of the Notice of Intent begins a series of steps designed to maximize the possibility that the units will be maintained as affordable.

The owners of both Amberwood and Villa Fontana Apartments have not filed a Notice of Intent. The owners of both projects have been contacted and have indicated that they do not intend to file such notice. It does not appear likely that these projects will convert to non low-income housing.

COST ANALYSIS

The following analysis examines the cost of preserving the units at-risk and the cost of producing new rental housing comparable in size and rent levels to replace the units which could convert. The discussion also includes a comparison of these respective costs.

Preservation Costs

The costs of preserving units include purchase costs, any rehabilitation costs, and the cost of maintenance.

In 1989, the City prepared an appraisal of the Amberwood Apartments. The fair market value was estimated to be \$9,500,000. Based on this figure the per-unit costs would be \$76,829. This figure may be high given the depressed state of the current real estate market.

An appraisal of the Villa Fontana Apartment project was not done but a similar market value may be used since the projects are similar in terms of age, location and design. It may be estimated that the Villa Fontana project would be valued at \$9,219,480.

Under LIHPRHA, HUD will provide mortgage loan insurance on acquisition loans for up to 95% of the equity to priority purchasers. Assuming that each project is able to secure a 95% mortgage loan, this would leave 5% downpayment. For Amberwood, the downpayment would be about \$475,000; for Villa Fontana, it would be about \$460,974.

It is assumed that the HUD Section 8 subsidies combined with rental income will defray the monthly mortgage payments as well as maintenance. Maintenance costs are assumed to be low for both projects, given their age and excellent condition.

Replacement Costs

In order to estimate the cost of replacing the units at-risk, various public, non-profit, and private developers were contacted regarding the cost of developing new units in and around the City of Daly City. These included developments by the California Housing Partnership Corporation, Mid-Peninsula Fair Housing Coalition, BRIDG, Ecumenical Housing, and Eden Housing.

The cost of developing new housing depends upon a variety of factors such as density, size of units, location and related land costs, and type of construction. In general land costs in the Bay Area are among the highest in the nation. The cost to replace the two existing projects has been estimated using average costs for land and construction in Daly City.

An itemized listing of these costs if found in

Appendix B.

The per unit replacement cost is estimated to be \$90,819. Based on this data, the replacement cost for each of the at-risk projects is:

- 1. Villa Fontana Apartments 120 units @ \$90,819 per unit Total cost to replace: \$10,898,280
- 2. Amberwood Apartments 123 units @ \$90,819 per unit Total cost to replace: \$11,170,737

It is important to note that the preceding analysis presumes that HUD Section 8 funds will continue to be made available to provide rental subsidies to the priority purchasers of these atrisk projects. If these funds are not appropriated, the estimated preservation costs would increase substantially. It is clear that the cost to preseve the at-risk units is much less than the cost to replace.

Resources for Preservation

The types of resources available to preserve the at-risk low-income housing units in Daly City fall into two categories: a) entities with the interest and ability to purchase and/or manage these projects, and b) financial resources available to purchase existing units or develop replacement units.

Public Agencies and Non-Profit Corporations

As part of the research for this section the local private non-profit housing organizations were contacted. Since the need to assume ownership and management of the at-risk units is speculative, they could not make a commitment to purchase these units in the future, but stated that they were interested and would be willing to work with Daly City to preserve these units if neces-

sary. The organizations contacted were: The California Housing Partnership Corporation, Mid-Peninsula Fair Housing Coalition, BRIDGE, Ecumencial Housing and Eden Housing.

Public Financing and Subsidies

Due both to the high cost of purchasing and developing housing and the limitation on use of funds, financing for preserving, replacing, and/or maintaining units at-risk will likely have to include multiple sources. The following funding sources have been identified for use in purchasing the units at-risk in Daly City. It should be noted that new funding sources will become available over time and that the following discussion does not represent an exhaustive inventory of funding sources.

HUD Funds: Subject to appropriations, HUD will provide most--and in some cases all--of the financial incentives necessary for acquisition of federally subsidized, at-risk projects by non-profit organizations, tenants and local governments. These incentives include the following:

- Project-based Section 8 contracts, with HUDsubsidized rents set at levels high enough to provide an 8 percent return to owners who retain the project or to cover debt service on an acquisition loand for new purchasers;

 Grants to non-profit buyers that would fill any gap between fair market rent or local market rent (whichever is higher) and allowable rents; and,

- Mortgage insurance both for equity take-out loans and acquisition loans. Insured equity take-out loans are limited to 70% of equity, which acquisition loans are available at 95% of equity.

Redevelopment Set-Aside: State law requires redevelopment agencies to set-aside at least 20% of tax increment revenues for increasing and improving the community's supply of low and moderate income housing, unless certain findings are made to exempt a project from the requirement. Although both the set-aside savings and uncommitted annual revenues may be used to purchase, maintain, and/or develop new units to replace the units at-risk in the City. The Daly City Redevelopment Agency has operated at a deficit since it was established and there are currently no funds available to replace the units at-risk. A recent five-year plan was prepared which projects a positive revenue flow beginning in the year 2000, assuming the construction of several large mixed-use projects. In the short term, the Redevelopment Agency will not be the best source of funding to preserve these units.

CDBG Funds: Through the Community Development Block Grant (CDBG) program, HUD provides grants and loans to local governments for

funding a wide range of community development activities, including loans for residential rehabilitation. As an entitlement city, Daly City operates a Deferred Loan Program for lower-income homeowners for rehabilitation improvements as well as an interest Subsidy Loan Program which offers 3% interest loans for single-family home rehabilitation. The City also offers rehabilitation assistance to lower-income renters through the CDBG Rental Rehabilitation Program.

In 1991 Daly City joined with several local jurisdictions and San Mateo County to form a consortium for the purposes of obtaining federal funds to provide housing assistance to lowincome persons. The consortium concept is an innovative approach to allow pooling of funding and human resources to provide maximum benefit from the limited resources available from the Federal government through the HOME and HOPE programs. In Fiscal Year 1992-93, Daly City will be eligible for approximately \$300,000 of the funds availabe to the consortium. The City is developing a strategy for using these funds, possbily by working with a non profit housing organization to acquire an existing multi-family building for low-income housing.

Existing Housing Stock and Market Characteristics

This section of the Housing Element examines the City's existing housing stock and contains a discussion of such factors as: Regional Housing Market; Overcrowding; Ability to Pay (Overpayment); Housing Tenure and Dwelling Unit Type; Vacancy Rate; and Housing Conditions.

Regional Housing Market

Daly City is a small segment of the regional housing market in the Bay Area. The housing crisis has become a part of life in the Bay Area. The region's housing problems—spiraling costs, inadequate supply, displaced poor, the homeless, racial segregation, etc.—are all consequences of not having been able to solve past housing crises. According to ABAG, the region will have 2.71 million households by the year 2005; an increase of 37% or 736,000 households from the 1980 Census count.

ABAG, as a part of its Local Policy Survey, has estimated how much land will be made available for residential development. By comparing this estimate to projected housing demand, the surplus or deficit can be calculated. For the Bay Area, the capacity/demand analysis shows a deficit of approximately 84,500 dwelling units. North San Mateo County is projected to have capacity for 12,200 new dwelling units and a sub-

regional market demand for 17,800 which produces a shortfall of nearly 5,600 units.

This information, together with vacancy rates, infrastructure constraints, production limits and growth controls throughout the Bay Area, indicates that the region's housing crisis is likely to be ongoing. In attempting to summarize the magnitude of the region's housing problem, the Bay Area Council speculates that it soon may be easier to find a job than a place to live.

Overcrowding

The U.S. Department of Housing and Urban Development defines "Overcrowding" as having more than 1.01 persons per room. According to the 1980 Census, the City of Daly City had 2,751 overcrowded households or approximately 10% of all occupied housing units in the City. Based on a population per household figure of 2.88 persons, Daly City had a total population of 7,923 persons living in overcrowded households. In comparison, of the 225,201 occupied households in San Mateo County, 11,296 (5%) units are considered overcrowded. Based on a population per household figure of 2.58 persons, overcrowded households in San Mateo County accounted for a total population of 29,144 persons.

In Daly City, of all the units considered to be overcrowded, approximately 44% contained 1.51 or greater persons per room, and 44% were renter occupied. Therefore, the majority of overcrowded households contained between 1.01 and 1.5 persons per room and the majority of the

households are owner occupied. It is believed that this overcrowding results from a high number of extended-family members dwelling in one home.

Ability to Pay (Overpayment)

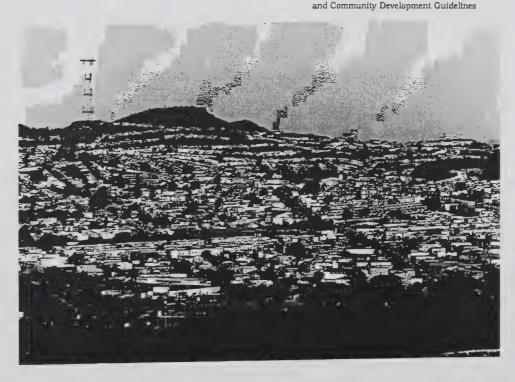
The ability to pay or overpayment is concerned with the number of lower-income households, both owner and renter occupied, that are paying more than 25% of their monthly income for housing. The 1980 Census figures for "income by gross rent" and "monthly housing costs as a percent of income" were used to determine the number of households that are overpaying. Gross rent includes contract rent plus utilities, if these are paid by the tenant. Owner costs or monthly housing costs include mortgage payments, insurance and property taxes.

Low income households were previously defined as those households whose income is

Table 1.3a
Housing Costs for Low Income Households
(Overpayment)

Monthly Cost or	\$0	4999	S5-	9999	\$10-1	4,999	\$15-1	6,560
Rent as % of Income	Rent	Own	Rent	Own	Rent	Own	Rent	Own
0-19%	28	24	78	272	116	640	125	237
20-24%	0	44	86	105	406	127	256	50
25-34%	34	70	153	132	1,106	219	165	48
35% or greater	857	278	1,381	417	759	254	43	100
Total 25% +	891	348	1,534	549	1,865	473	208	148
Aggregate Total:	6,016	,						

Source: Estimated from the 1980 Census using the State Department of Housing



Daly City - A Gateway Community

equivalent to or below 80% of the aggregate median income of San Francisco, San Mateo and Marin Counties. Eighty percent of the median household income has been determined to be \$16,560. Using this figure as the "low income" limit, 9,570 households or 35% of all households in Daly City can be considered low income.

The number of renter occupied households in Daly City that are overpaying is 4,499. This is approximately 41% of all renter occupied households and 17% of all occupied units. There are 1,517 owner occupied households that are overpaying, which is approximately 9% of all owner occupied households and 6% of all occupied units. Table 1.3a above illustrates the number of households and their relative income as a function of either rent or housing costs as a percent of their income.

Table 1.3a indicates that the total number of low income households, both renters and owners, that overpaid for housing was 6,016. This is approximately 63% of all low income households and 23% of all households in Daly City.

Housing Tenure and Dwelling Unit Type

The following Table 1.3b illustrates Daly City's housing tenure (owner vs. renter) patterns by housing unit type. According to this table, the majority of housing units in Daly City are single family residences and are owner occupied. This information is based on 1980 Census data and does not include the tenure shifts due to the two condominium conversions (Crown Colony and Serra Heights) which took place in late 1979.

Single-family residences are the predominate type of housing in Daly City. Table 1.3c below indicates that in 1980, approximately 63% of all dwelling units in the City were single family residences, while 35% were multi-family residences and only 2% were mobile homes. While the number of units in Daly City has increased from 27,811 in 1980 to 30,380 in 1990 the mixture of single-family and multi-family units has stayed constant as single family residences still represented approximately 62% of all units in 1990.

Table 1.3b
Housing Tenure Patterns by Housing Unit Type, 1980

	Year -Ro	und Units		
	Owner	Renter	Vac./Seas. &	Total
Unit Type	Occup.	Occup.	Migratory	Occup.
1, Detached	11,696	1,880	16	13,592
1, Attached	2,778	807		3,585
2 units	204	392		59 6
3.4 units	154	1,481		1,635
5+ units	591	6,684		7.275
Mobile Home	385	64		449
Totals:	15,808	11,308 41.68%	16 0.06%	27,132 100%
% of Total:	58.26%	41.00%	0.00%	10070

While single-family residences will continue to be the predominate type of housing in Daly City, multi-family housing in the form of apartments and condominiums will slowly start to represent a larger percentage of the housing in Daly City in the near future. According to the 1980 Census, there were only 529 condominiums located in Daly City. Of these 529 units, approximately 43% (225) of these units were renter occupied. Since 1980, two major apartment complex-

Table 1.3c Dwelling Units by Type, 1980, 1985, 1988-90

				Number	of Units
Unit Type	1980	1985	1988	1989	1990
Single Family Multi-Family Mobile Home	17,533 9,817 461	17,654 10,123 465	18,359 10,829 460	18,562 10,917 460	18,716 11,204 460
Total:	27,811	28,242	29,648	29,939	29,380

Source: 1980 Census &1981-1990 State Dept. of Finance Estimate:

es in Daly City have been converted into condominiums, therefore increasing the condominium stock without new construction occurring.

Mobile homes will continue to represent a very small portion of housing in Daly City. The Franciscan Mobile Home Park is the only mobile home park in Daly City and has a capacity of 501 units. According to state estimates for 1990, there were 460 mobile homes located in this park.

Vacancy Rate

The vacancy rate is a good indicator of the relative health of the housing market in the City. A low vacancy rate of less than 2% of "for sale" housing and 6% for rental housing, indicates a relatively "tight" market whereas a high vacancy rate indicates a weaker market. As indicated by Table 1.3d, the 1980 Census indicated that only 739 units were vacant, approximately 2.65% of the total number of housing units in Daly City.

In September of 1989, the Federal Home Loan Bank Board estimated the vacancy rate at 1.1%. In the period between 1980 and 1985, the vacancy rate fluctuated between a low of 2.54 in 1982 to a

Table 1.3d Housing Vacancy, 1980

Vacancy Type	# of Units
For Sale	94
For Rent	334
Occasional Use	2 6
Other Vacant	285
Total:	739

Source: 1980 Census

Housing Demand has shaped the character of Daly City.

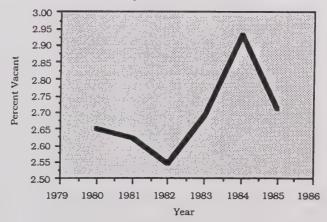


high of 2.93 in 1984 with a mean vacancy rate of 2.69. Since that time, the vacancy rate has declined. Vacancy rates in Daly City are consistent with the broader housing picture in the Bay Area, where the demand for new housing exceeds the rate of new construction. Some implications of this supply and demand situation are discussed in the housing goal section of the Housing Element. Figure 1.3 illustrates this trend.

Existing Housing Conditions

Between January and March 1986, the Daly City Planning Division conducted a windshield survey of the housing conditions which exist in the City. The survey evaluated six building components including: exterior walls; roofs; porches and stairs; windows; doors; and paint and exterior surfaces. An overall deficiency rating of sound, minor, major or critical was assigned to each structure based upon an evaluation utilizing these six building components. A rating of sound refers to no defects or minor defects that can be corrected by normal maintenance. Minor deficiencies are defects that require some light repair work and maintenance in addition to normal maintenance. Major deficiencies were defects that require substantial repair or replacement of

Figure 1.3 Vacancy Rate, 1980-1985



structural or other components and Critical deficiencies were those defects that are beyond repair or to an extent that they would probably not be economically feasible to repair.

In order to compare the figures created by the survey to those in the 1980 Census, the results were tabulated according to Census Tract boundary rather than neighborhood boundary as defined by the City. The results were tabulated ac-

City & County of San Francisco 8007 £ Olympic | Country Club 183 A 4 6003 6005 6010 6016.1 Colma 6015 South San Francisco Pacifica Planning Division February 1987

HOUSING CONDITIONS SURVEY

Good Census Tract

Minor Deficiencies

Major Deficiencies

▲ Critical Deficiencies



cording to both single family and multi-family units and structures. Mobile homes were not included. For single family residences, the number of units and structures are the same. However, for multi-family residences, the results were tabulated according to both number of structures and number of units per structure. This allowed for a comparison of the number of units rated as deteriorated per census tract to the number of units within that tract. Table 1.3e illustrates the results of the survey and Map 1 on the following page graphically depicts those results.

The results indicated that the City as a whole had 931 structures with minor deficiencies, 97 with major deficiencies and 10 with critical deficiencies. Of the 931 minor deficiencies, only 62 structures were multi-family and of the major deficiencies only 2 structures were multi-family. None of the multi-family structures exhibited critical deficiencies. It should be stressed that the results from any survey of this type, i.e., windshield survey, are general indicators, as opposed

Table 1.3e
Housing Conditions Survey by Census Tract, 1986

	Level of Deterioration					
	(Numb	er of Str	uctures)	(Percent of Total)		
Census Tract	Minor	Major	Critical	Minor	Major (Critical
6002 Bayshore	117	10	1	12.57	10.31	10.00
6003 Southern Hills	112	7	0	12.03	7.22	0.00
6004 Crocker	163	37	4	17.51	38.14	40.00
6005 Hillside	49	2	0	5.26	2.06	0.00
6006 Original Daly City	44	8	0	4.73	8.25	0.00
6007 Top of the Hill	89	22	4	9.56	22.68	40.00
6008 Westlake Center	3	0	0	0.32	0.00	0.00
6009 Westlake	34	0	0	3.65	0.00	0.00
6010 Westlake Palisades	91	5	1	9.77	5.15	10.00
6011 Westlake Terrace	55	0	0	5.91	0.00	0.00
6012 Civic Center	4	0	0	0.43	0.00	0.00
6013 School House Extension	34	4	0	3.65	4.12	0.00
6014 St. Francis	13	0	0	1.40	0.00	0.00
6015 Skyline Plaza	51	1	0	5.48	1.03	0.00
6016.01 Serramonte	0	0	0	0	0.00	0.00
6016.02 Serramonte Center	49	1	0	5.26	1.03	0.00
6016.03 Serramonte East	23	0	0	2.47	0.00	0.00
Daly City Total:	931	97	100	100		

Note: These figures include both single family and multi-family structures Source: Planning Division Housing Conditions Survey, June 1986

to definitive counts, of building conditions.

The Census Tracts located east of Interstate 280 accounted for approximately 64% of all minor deficiencies, 93% of all major deficiencies and 90% of all critical deficiencies located in the City. There were four Census tracts which accounted for a majority of these deficiencies, these include: Crocker, Bayshore, Southern Hills, and Top of the Hill. Of those Census Tracts located west of Interstate 280, the Westlake Palisades, Westlake Terrace and Skyline/St. Francis tracts account for a majority of the minor deficiencies.

By itself, the age of a structure is a relatively poor indicator of housing condition. A compari-

son of structure age with the results of the housing conditions survey for Daly City shows a correlation between housing age and condition. With the exception of the houses in Southern Hills, which were constructed in the mid sixties, 75% of the houses constructed prior to 1949 are located in Census tracts east of Interstate 280. The Crocker, Bayshore and Top of the Hill Census Tracts account for approximately 53% of all houses constructed in Daly City prior to 1949. Table 1.3f shows the number of structures and the year they were constructed.

One conclusion that can be drawn from this table is that as the City's housing stock ages and

Table 1.3f
Age of Residential Structures

Year Built	No. of Units	% of Total
1979-1980	352	1.3
1975-1978	1,509	5.4
1970-1974	4,349	15.6
1960-1969	7,209	25.9
1950-1959	9,317	33.4
1940-1949	2,864	10.3
1939 or earlier	2,249	8.1

Source: 1980 Census

a greater number of units fall into the older categories, there will be an increasing need for maintenance. Housing policies and programs that encourage and/or require suitable maintenance of housing stock will become increasingly important. The age of the housing stock also plays an important role in the amount of energy usage and the corresponding utility costs for housing.

Energy Conservation

Due to the ever increasing cost of energy in the form of both gas and electricity, many homeowners have become increasingly aware of the different energy conservation measures which are available to offset and control these increasing utility costs. The use

of alternative energy sources such as solar energy help to reduce energy consumption in many new subdivisions in cities all across California. Besides the use of solar energy, which is most advantageous when incorporated in the design of new subdivisions, there are numerous other energy conservation measures such as weather-proofing and insulation that can be "retrofitted" into existing housing. Water conservation devices can also be installed in many houses to reduce the amount of water consumption by restricting the volume of water flow. These conservation measures are discussed briefly below.

Insulation and Weatherproofing

Even though a majority of the housing stock in Daly City is fairly new, many homeowners can reduce their utility costs considerably by weatherproofing and insulating their homes, particularly those who own houses constructed prior to 1950. Most of these older houses were constructed at a time when energy sources such as oil and natural gas were an inexpensive, seemingly unlimited resource. Little attention was paid to making sure that doors, windows and other openings were airtight when closed, as their primary function was to let light or air into the home. This has resulted in houses which are energy intensive, as they do not retain heat well because most of it escapes through these fixtures. This results in higher utility costs to the homeowner.

In order to conserve heat, a homeowner can install insulation in the attic and exterior walls to help prevent heat loss. In addition to this, window and doors can be retrofitted with airtight fittings, caulking and weatherstripping to minimize the amount of heat loss to the outside. Water heaters and their pipes can also be insulated which can effectively reduce the amount of heat loss

The City of Daly City's Residential Rehabilitation Program provides low interest loans to homeowners for home improvements. The installation of new window and doors, weatherstripping and insulation are eligible home improvements under this program.

Solar Energy

There are many different ways solar energy can be used to both heat and cool a house. As previously mentioned, the use of solar energy is most effective when designing new homes and subdivisions. However, solar energy devices such as solar water heaters, can be retrofitted to existing houses to help reduce energy consumption.

Solar energy systems are available in two types: passive and active. In passive solar energy systems, the building design and orientation play a major role in the effectiveness of the system. Passive solar buildings are usually constructed of dense materials such as concrete to better absorb the heat and have a southerly orientation in order to maximize solar exposure. The use of glass on the southern side maximizes solar gain.

Active solar energy systems utilize solar panels of different types to collect and store solar energy in the form of heated air or water. These systems use mechanical pumps to circulate the heated water through the house either for direct use or into a heat exchanger to heat swimming pools or hot tubs or other large masses of water.

While the use of solar energy is a cost effective and environmentally sound way of heating and cooling a home, the use of both active and passive solar energy systems in Daly City is limited by several factors. First, in order to effectively use passive solar systems, subdivisions and new homes must be designed to maximize solar exposure. Due to the nature of the existing housing in Daly City, it is difficult to design small, infill-style subdivisions to utilize passive systems and integrate them with the existing housing. Second, there is a limited amount of vacant developable land that could accommodate large subdivisions which could utilize passive designs. Third, the generally foggy climate of the City detracts from the use of active solar systems year round.

While these constraints must be considered, there are still opportunities within Daly City to utilize some forms of active and passive energy systems. As previously mentioned, existing houses can be retrofitted with solar panels to heat water for domestic uses. These can be cogeneration systems which allow for the use of a conventional water heater to provide hot water when the solar panels cannot provide one hundred percent of the heating. Also, passive solar design can be incorporated into those developments which acquire a Planned Development zoning designation. The Planned Development designation allows for alternative designs which could not be developed under standard zoning designations.

Water Conservation

Water conservation can also be considered a viable means of energy conservation. Water conservation methods can result in the savings of thousands of gallons of water per household per year. The installation of plumbing fixtures such as low flow shower heads, faucets and toilets are inexpensive ways of conserving water. Other water conservation methods include the use of drought resistant landscaping around the house to reduce the need for irrigation and, as a result, water consumption. The City has initiated a water conservation effort in an attempt to ease wastewater flows to the North San Mateo County Sanitation District treatment plant.

Projected Housing Needs

Regional Fair Share Projection

State law (Government Code 65583 (a)(1)) requires that a local Housing Element include a projection of the housing units needed for the ensuing five-year period by income category. State law (Government Code 65584) requires that the Association of Bay Area Governments (ABAG) determine the existing and projected regional housing needs of the Bay Area as well as each city's share of that regional need. Section 65584 of Ar-

ticle 10.6 of the Government Code states that:

...a locality's share of the regional housing need includes that share of the housing need of persons at all income levels within the area significantly affected by the jurisidiction's general plan.

The determination of existing and projected housing need takes into consideration the following six factors: (1) market demand for housing; (2) employment opportunities; (3) availability of suitable sites and public facilities; (4) commuting patterns; (5) type and tenure of housing; and (6)housing needs of farmworkers. In addition to these factors, Government Code also requires that the distribution of regional housing needs "seek to avoid further impaction of localities with relatively high proportions of lower income households." While the ABAG interpretation of this requirement is to avoid increasing housing disparities in the Bay Area, the projections assume a continuation of the status quo and, according to many, fail to adhere to a regional "Fair Share" concept. ABAG used both their own Projections 83 and 1980 Census data to determine the existing and projected housing needs. Table 1.4 shows ABAG's projection of housing needs for both Daly City and San Mateo County for the year 1995. Please note that the projected need also includes existing need for 1980.

As the previous table indicates, Daly City will need to provide an additional 1,768 households by the year 1995 to meet the projected need as established by ABAG. This equates to approximately 354 households per year. It must be noted however, that this number is not coterminous with housing units because of the need to allow for vacant units as well as replacement units. It must also be noted that there is no distinction between single family and multi-family households in this determination.

This projection reflects a marked decrease in Daly City's "Fair Share" of regional housing

Table 1.4
Projected Need by Income Group
Dalt City & San Mateo County, 1995

	Dal	Projecte y City	d Need, 1995 San Mateo County		
Income Group	Number	Percent	Number	Percent	
Very Low Other Low Moderate Above Mod. Total:	336 301 389 742 1,768	19.00 17.02 22.00 41.98 100.00	5,127 4,236 5,522 11,561 26,446	19.39 16.02 20.88 43.71 100.00	

Source: ABAG Housing Needs Determination for the San Francisco Bay Area, 1989

needs since the 1983 projections. Need by 1990 at that time was 3,400 units, or 857 units per year. Daly City's policies supporting residential devel-

opment have encouraged reasonable and affordable housing growth during the interim.

Rehabilitation Needs

As indicated by the results of the City's Windshield Survey, discussed in the section on Existing Housing Deficiencies above, the majority of the existing deficiencies with the housing stock were minor in nature and consisted primarily of cracked and peeling paint, broken or missing windows, or small cracks in the stucco or wood siding. It must be noted that this survey was a "windshield" survey and only assessed the outside appearance of the house, any structural deficiencies that were not visibly apparent were not addressed.

Daly City's Department of Economic and Community Development has a Residential Rehabilitation Program that provides four different types of low interest loans for housing rehabilitation. The improvements financed under the program must be those primarily needed to make the household decent, safe and sanitary. Improvements financed under this loan program include: bathroom fixtures; plumbing; roofing; exterior weatherproofing/paint; structural repairs; new doors and windows; and weatherstripping and insulation. The Department also offers a Senior Minor Home Repair program and rental housing rehabilitation loans.

Those Census Tracts identified by the housing conditions survey to contain a large number of deficiencies should be targeted for rehabilitation efforts.

Summary of Findings

Population Growth and Age Structure

- Between 1980 and 1990, Daly City's population grew at an percentage rate of 17.6%, which was two times higher than that of San Mateo County.
- According to ABAG's Projections 92, Daly City will reach its peak growth rate population of 105,000 by the year 2010.
- The figures presented by ABAG in Projections 92 include all the areas within Daly City's Sphere of Influence as determined by LAFCO. These areas include portions of unincorporated San Mateo County, thus the base figure is higher than the actual population of Daly City. Adjusting these figures to include only those areas within Daly City's city limits would result in a peak population of 100,285 by the year 2010.
- ☐ The age composition of Daly City is similar

- to that of San Mateo County with the median age of Daly City residents being approximately two years younger.
- Even though there is expected to be an increase in employment opportunities within the City in the near future, this is not expected to generate a significant increase in the need for new housing because the City has historically been a bedroom community with a large percentage of its residents working in San Francisco and other Peninsula cities.
- Compared to San Mateo County, Daly City has a mixed ethnic composition made up of the following racial/ethnic groups: White (27.4%), Filipino (27.2%), Hispanic (12%); and Chinese (11%).
- Daly City contains only 6% of the County's white population and has one-half of the Filipino population. Many ethnic groups have significant representation in Daly City's population.
- In comparing household income between Daly City and San Mateo County, it is apparent that Daly City is only slightly less affluent than the County, with the median income being approximately \$1,600 less.

- As a whole, Daly City has a slightly higher number of persons below poverty level, and higher percent of low income households than San Mateo County. The majority of these low income households are located in the Westlake Center, Bayshore, School House Extension and Civic Center neighborhoods.
- Both the Westlake Center and Civic Center neighborhoods are characterized by large multi-family apartment structures with rents at or below market level. The Bayshore and School House Extension neighborhoods are characterized by housing constructed prior to 1949. These factors could contribute to the high number of low income households in these four neighborhoods.

Households and Groups with Special Needs

- According to the 1980 Census, approximately 97% of all housing units in Daly City are occupied and the vacancy rate is approximately 3%.
- ☐ Household size in Daly City has steadily increased between 1980 and 1986 with a slight decrease in 1987. The current household size being 2.942 persons per household. Compared to San Mateo County



- (2.576), Daly City's household size is 12.8% greater.
- Daly City has a higher percentage of families with children (37.1%) compared to San Mateo County (24.4%), which could account for the larger household size.
- Special Needs groups account for approximately 48% of all occupied housing units in Daly City. Of these, 18.3% of the households were elderly and 18.8% were female headed households.
- The California Department of Rehabilitation reported that in July 1981, there were 47,080 disabled individuals in San Mateo County with Daly City representing 13.4% of that total or 6,510 individuals.
- A significant emergency housing need exists in Daly City.

Existing Housing Stock and Market Characteristics

- Daly City is part of a larger housing market consisting of the nine bay area counties. However, it is affected by a smaller market consisting of the following cities: Pacifica, Colma, Brisbane, South San Francisco, San Bruno and Millbrae.
- The Bay Area, according to ABAG, will experience a shortfall of 84,500 housing units over the next 20 years with the north county having a short fall of 5,600 units.
- Although Daly City is adjacent to the City and County of San Francisco to the north, a majority of the housing is more similar to that of the cities in San Mateo County.
- Overcrowded households are defined as having more than 1.01 persons per room. Approximately 10% of all households in Daly City are considered "overcrowded."
- In 1980, there were 6,016 households that paid more than 25% of their income for rent. This is 63% of all low income households and 23% of all households in Daly City.
- According to the 1980 Census, 63% of the dwelling units in Daly City were single family, 35% were multi-family and 2% were mobile homes. This distribution has remained constant over the five year period between 1980-1985.

- The mean vacancy rate for Daly City between 1980 and 1985 was 2.69%.
- The results of the Housing Conditions Survey indicated that Daly City had a total of 931 structures with minor, 97 with major and 10 with critical deficiencies.
- In terms of building conditions, the Census Tracts located east of Interstate 280 accounted for approximately 64% of all minor deficiencies, 93% of all major deficiencies and 90% of all critical deficiencies, with the Crocker, Bayshore, South Hills and Top of the Hill Tracts containing a majority of these deficiencies.
- According to the 1980 Census, Daly City is fairly "young" with 60% of the housing having been constructed between 1950 and 1970 and only 8% of the housing units being pre-1940.
- Of the houses constructed prior to 1949, 75% are located east of Interstate 280.

Projected Housing Needs

- According to ABAG's projection of housing needs for the period between 1980-1990, Daly City will have to provide 1,768 new households. This equates to approximately 354 households per year.
- A significant need for affordable housing exists. Over 35% of the housing need is for housing affordable to lower-income housing.

3 Land Use Inventory & Constraints Analysis

In this section, the land potentially available for housing and the constraints to housing production will be analyzed. By examining the type and amount of residential construction that has occurred in the city over the past 10 years, the potential for future efforts to accomplish any established goals can be better understood. The results of the vacant land survey and a discussion of the current residential land use and zoning designations are also presented. This section also addresses the various constraints to housing production in Daly City, including a discussion of both governmental as well as market constraints.

Construction Trends 1976-1986

As previously noted, Census data on the age of residential structures indicates that 25,988 units were constructed prior to 1974. Using the 1985 State estimate of 28,242 total housing units, housing constructed prior to 1974 represents 92% of the current housing in Daly City. It is apparent that construction has slowed considerably over the past 12 years. This trend can be seen in Table 1.5 and Figure 1.4.

Table 1.5

Historical Residential Building Permit Activity
Daily City and San Mateo County 1976-1986

		Daly City		SI	A County	Da	aly City as	a % of Co	ounty
	Single-	Multi-		Single-	Multi-		Single-	Multi-	
	Family	Family	Total	Family	Family	Total	Family	Family	Total
1976	168	175	343	1.813	1,072	2,885	9.30	16.30	11.90
1977	119	184	303	2,193	1,646	3,839	5.40	11.20	7.90
1978	178	36	214	1,185	1,473	2,658	15.00	2.40	8.10
1979	161	30	191	1,685	882	2,567	9.60	3.40	7.40
1980	104	34	138	1,201	1,106	2,307	8.70	3.10	6.00
1981	65	2	67	593	391	984	11.00	0.50	6.80
1982	48	0	48	317	568	885	15.10	0.00	5.40
1983	106	0	106	677	434	1,111	15.70	0.00	9.50
1984	45	2	47	816	1,193	2,009	5.50	0.20	2.30
1985	170	20	190		_		-	_	_
1986	135	21	156	-		-	_		-
Total:	1,299	504	1,803	10,480	7,572	19,245	9.50	5.30	7.60

City Total: 3,606

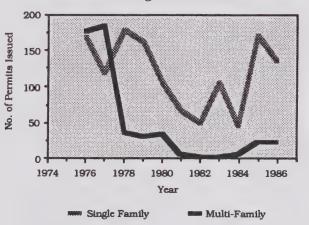
San Mateo County Total: 37,297

Source: Security Pacific Bank and Economics Research Associates Note: Condominiums and Townhouses are included in Single Family Counts

As indicated by both Table 1.5 and Figure 1.4, the number of permits issued between 1978 and 1982, for both single and multi-family units, dropped considerably. However, since 1982, single family construction has started to rise. It is important to note that a majority of the single

family permits issued from 1980 to 1985 were for condominiums and townhouses. Detached single family homes constructed during this 10 year period were primarily infill or replacement units.

Figure 1.4
Residential Construction, 1976-1986
Building Permits Issued



Although a condominium or townhouse is reported as a single family building permit by the

Building Division, in terms of land use designation, it is still considered a multi-family residence and is treated as such by the Zoning Ordinance and Land Use Element of the General Plan. Because housing construction patterns respond to consumer needs and market factors, it is extremely difficult to project the types of units that will be constructed in the future.

Land Zoned for Residential Use

This section includes a discussion of the City's existing Zoning Ordinance and Land Use Element designations with regards to residential development. Also included in this section is a synopsis of the results of the Vacant Land Survey which was conducted by

the Department of Economic & Community Development during March of 1990. An analysis of these two factors will determine if available land can sustain the projected level and types of residential development needed to provide for the City's "fair share" of regional growth.

Analysis of Land Use Plan and Zoning Ordinance

Daly City's 1987 Land Use Plan contains five different residential classifications which relate directly to single family and multi-family residences. These classifications are: Open Space Residential 0-2 dwelling units per acre; Low density 2-14.5 dwelling units per acre; Medium-Low density 14.6-20 dwelling units per acre; Medium density 21-35 dwelling units per acre; High density 35-50 dwelling units per acre; and Very High density >50 dwelling units per acre. Although these classifications are considered high by most standards, they adequately reflect the existing densities in the City. Most of the City that was developed prior to 1949 was done so on 2500 square foot lots with the resulting densities being approximately 18 units per acre.

The Zoning Ordinance contains five residential districts. The minimum lot area/unit and the resulting densities of these five districts are presented in Table 1.6a below. It is important to note that there is no land currently zoned R-4 in

Daly City.

Table 1.6a
Zoning District Designations and Densities

Zoning Designation	Minimum Lot Area/Unit	Resulting Net Density
R-1 Single Family R-1A Single Family/Duplex R-2 Two Family R-3 Multi-Family R-4 Multi-Family	3000 sq.ft.(a) 3000 sq.ft.(a)(b) 1500 sq.ft.(c) 500 sq.ft.(d) 300 sq. ft.	14.5 d.u./ac. 14.5 d.u./ac. 29.4 d.u./ac. 86 d.u./ac. 145 d.u./ac.

- a. minimum lot area/unit of 2500 sq.ft. for lots established prior to 1949
 b. duplex allowed with Use Permit, R-2 regulations apply
- c. minimum lot area/unit of 1250 sq.ft. for lots established prior to 1949
 d. four units maximum for first 2500 sq. ft. after that one unit per 500 sq. ft.
 Note: Both R-3 and R-4 have a maximum density 50 d.u./ac.

Although the R-1 densities presented in Table 1.6a appear to allow only 14.5 dwelling units per acre, in reality the densities are closer to 17.5 dwelling units per acre for those subdivisions established prior to 1949. These higher density areas are in the portion of the City that is east of Interstate 280. These areas will continue to be allowed to be developed at this density where a proposal is a resubdivision of an original subdivision. Any new subdivision within the City will have to be developed at the lower 14.5 dwelling units per acre density. Second units are allowed in all R-1 and R-1A zoned areas with the approval of a second unit permit. The permit requires that the second unit cannot be located in an area where the density, including the second unit, exceeds 16 dwelling units per acre.

Multi-family densities presented in the above table appear to be extremely high when, in fact, under General Plan policies, they cannot exceed



A vacant lot being readied for construction.

50 dwelling units per acre. Most of the recent multi-family developments have acquired Planned Development zoning prior to development. Planned Development zoning allows for flexibility in design in order to accommodate unique site or topographic features. However, Planned Development projects also cannot exceed 50 dwelling units per acre.

Most new multi-family development in the City does not reach the maximum density of 50 dwelling units per acre but usually is between 30 and 40 dwelling units per acre. The City encourages development at the maximum density but development costs increase significantly at higher densities. In some instances, the steep terrain which characterizes many areas of the City reduces the maximum density that can be constructed economically. On the other hand, new single family subdivisions in areas developed prior to 1949 are often developed at the maximum of 18 dwelling units per acre. New single family subdivisions in areas developed after 1949 often are developed at the maximum density of 14.5 dwelling units per acre.

Vacant Land Survey

The Planning Division conducted a survey of vacant land in March of 1990 in order to identify those parcels which are vacant or underutilized and have potential for development within the next ten years. Parcels which are underutilized include those used for parking not specifically accessory to a business, existing greenhouses, etc.

Table 1.1.6b

Vacant Lands Survey 1990

Vacant and Underutilized Parcels

	vacant and Olici unizer Farces						
		VACANT BUIDABLE PARCELS	VACANT WITH MODERATE CONSTRAINTS	VACANT WITH SEVERE CONSTRAINTS	UNDER- UTILIZED PARCELS	TOTAL	
- 11	R-1						
-,	Net Acreage	1.15	5.22	27.06	2.25	35.68	
	Parcels Number of Units at :	17	59	32	6	114	
	Maximum Density	20	93	487	40	640	
	Minimum Density	16	75	392	32	517	
2)	R-1a	41			_		
	Net Acreage	.41 6	•	•	.5 1	.91	
	Parcels Number of Units at:	0	•	-	1	7	
	Maximum Density	8			9	17	
	Minimum Density	5		_	7	17	
	•	J		-	,	12	
3)	R-2						
	Net Acreage	•	.17	•	.09	.26	
	Parcels	-	3	•	1	4	
	Number of Units at:		0				
	Maximum Density	•	3 5		1 2	4 7	
	Minimum Density	•	э	•	2	7	
<i>A</i>)	R-3			-			
-2)	Net Acreage	.98	93.37	27.06	20.47	114.82	
	Parcels	7	54	32	2	63	
	Number of Units at:						
	Maximum Density	17	1680	487	368	2065	
	Minimum Density	48	4557	392	1003	5608	
		0.54	00.50				
	Total Net Acreage	2.54	98.76	-	23.31	151.67	
	Total Parcels	30	116	-	10	188	
	Estimated Units Possible at:	76	4665		400	6070	
	Maximum Density	76 38	1758	•	408 1054	6272	
	Minimum Density	36	1/36	•	1054	2598	

VACANT BUILDABLE PARCELS Prime parcels for development with few or no development constraints.

VACANT WITH MODERATE CONSTRAINTS Buildable parcels which may have moderate development constraints such as location on a slope, geotechnical problems, no frontage, located on paper street, or sub-standard lot.

VACANT WITH SEVERE CONSTRAINTS Parcels which have been historically plagued by geotechnical problems, which would make safe development impossible. Typically these parcels are located on a coastal bluff or near a potentially active earthquake fault. It is unlikely that these parcels would be developed in the next 20 years; however, given the demand for coastside properties, the development of these parcels cannot be completely ruled out. For OS/RP parcels, it may be politically impossible to change their zoning to residential, thus they are included under this category.

UNDERUTILIZED PARCELS Parcels with development potential which are not available for development currently. It is very possible that these parcels will become available for development within the next five years. Underutilized parcels may currently have agricultural uses, such as greenhouse. Parking areas and significant vacant areas on developed parcels would also be included under this category.

Source: Daly City Planning Division, 1990

This data excludes land for which projects are identified in Table 1.6c, Current and Proposed Projects, January 1990.

Table 1.6b illustrates the number of parcels, total acreage and the number of units allowed at maximum and minimum density. This table sets out maximum and minimum possible residential development, including redevelopment of parcels not fully developed, based on existing zoning in the City. All of these parcels are located within the urban service limits of the City and have public facilities nearby. There is sufficient capacity available to serve all projected future developments.

The previous table indicates that there is enough vacant and underutilized land currently zoned and readily available for new housing construction in Daly City to provide a total of 4,741 dwelling units at maximum density with 97% of these being multi-family units. Much of the multi-family potential lies in future redevelopment of already developed parcels. This may not prove economically feasible in the next five years. In addition, public rights-of-way (streets, easements, etc.) were included in the above calculation. Public rights-of-way may account for approximately 20% of the total available acreage. The estimated capacity of currently zoned residential land in Daly City exceeds the ABAG projected need of 1,768 units for the planning period 1990-1995.

While there is a limited amount of vacant land within Daly City, there have been several projects which have been approved or are pending approval which represent a significant number of new dwelling units. Current projects are those which have been approved by City Council and have been issued either a portion of or all of their building permits. Proposed projects are those projects whose application for discretionary review has been reviewed by the Planning Commission but not yet approved by City Council. Table 1.6c indicates the type of project, the number of units which have been issued permits and the total number of units approved.

The following table, indicates that there has been a total of 1,672 units approved by the City Council as of January 1990. Of this total, 35% are single family, 4% multi-family and the remaining 61% condominiums or townhomes. The single family figures presented in this table refer to subdivisions of four or more units and do not include single vacant lot, or minor subdivision

Table 1.6c Current and Proposed Projects, January 1990

Unit Type	Approved	Permits	Approved	Proposed
	Units	Issued	Not Built	Units
Single Family Multi-Family Condominiums & Townhomes	579	103	382	223
	78	30	40	50
	1,015	821	146	48
Totak	1,672	954	568	321

Source: Planning Division Project Report, January 1990

(three or less) construction. However, infill construction of one or two units or minor subdivisions of three or less units can represent a significant proportion of the single family construction, especially in the areas east of Interstate 280. Of these 1,672 units, a minimum of 80 multi-family units will be made available for senior housing.

Projected Residential Build-out

In this section, the results of the two previous tables, Table 1.6b and 1.6c, will be analyzed in relation to the projected housing needs as determined by ABAG. This includes the relationship between the total number of units needed and the total number that can be provided. The total number of units provided in relationship to the different income level categories is also reviewed.

In reference to the previous Table 1.4, ABAG projected that Daly City will have to provide a total of 1,768 units or approximately 354 units a year, in order to meet its projected housing need in 1995. The results of the vacant land survey indicated that, at maximum density, vacant land zoned for residential construction support a total of between 2,598 to 6,272 new units. In addition to this total, projects which have been approved by the City will provide a total of 1,672 units when completed. If these two figures are combined, it is estimated that the City has a maximum potential of 7,944 new units. The number of units already approved could, if built, provide 95% of the projected housing need. However, most of these units will not be affordable to lower-income households. With the inclusion of and minor subdivision construction of infill single family units, an undetermined amount of additional single family construction will also occur during this time period.

Lower-income housing needs will not be met. In terms of units already approved, only 80 of these units are committed to be made available to low and moderate income level persons. ABAG has projected that the City would have to make 637 units available to low and moderate income households in order to meet its projected need for these income categories. The City, without a significant increase in federal and state housing funds, will not be able to meet the projected need for these income categories through new residential development. This Housing Element responds to these constraints by proposing changes in local policy and where possible by advocating the use of alternative mechanisms

for meeting housing needs.

Constraints to Residential Development

Constraints to the maintenance, improvement and construction of housing can generally be divided into two categories—governmental and non-governmental. State law requires analysis of actual and potential constraints and identification of ways to reduce or overcome the constraints, where possible, to meet the identified housing needs. In many instances constraints represent a balance between the need for housing and other desirable goals in the General Plan. Where this is the case the balancing should be examined to make certain the constraint is not unnecessarily severe.

Governmental Constraints

Federal and State Actions

Various State and Federal policies can have significant impacts on housing affordability. Most important of these policies are those Federal monetary policies which influence interest rates. Interest rates affect both construction costs (construction loans) and long-term mortgage costs, thereby having a significant direct impact on the affordability of housing. Although interest rates are below the 13-14% range of the early 1980s, they are not expected to return to the 5-6% range of the 1950s and 1960s.

Changes in both State and Federal policy have severely limited the availability of low interest rate loans, and of tax credits for rental housing development. The Federal government has also significantly reduced its involvement in direct subsidy and construction programs to meet the housing needs of low- and very-low income households.

Local Governmental Actions

Actions by local governments may impede housing construction, maintenance and improvement in a variety of ways. For example, excessive fees or improvement requirements may discourage housing activity or possibly price housing above the level some groups can afford. Environmental Impact Reports can be costly and create delays, although by State statute such analyses are mandatory. In some instances the lack of available water and/or sewer facilities may temporarily diminish housing construction activity. The governmental constraints to housing development include: land use controls; fees and dedications; permit processing procedures; and infrastructure constraints.

Land Use Controls—Private development of land can create costs (in the form of impacts) that are borne by persons other than the developer. For example, an infill development may contrib-

ute to the demand for on-street parking in an area already lacking parking. If the parking provided in that development does not meet the demand for parking, the neighborhood's problem increases and each resident "pays" for that development. The land use controls established by Daly City are often designed to minimize a development's potential impacts, e.g., provide offstreet parking. In effect these controls prevent the builder from passing certain "costs" on to the neighborhood or community and force the development to pay its way. The principle is generally a sound one; however, the City should be conscious of how these increase the cost of developing housing and avoid their unnecessary use wherever possible.

The various development standards in the City's Zoning Ordinance, such as minimum lot size, lot coverage, parking, etc., limit the type and density of development on a site, thereby increasing the per unit land cost.

Inordinately high standards can discourage housing development in the community. Daly City standards are similar to those found in most other communities in the Bay Area.

The Daly City zoning code has been written to encourage new development in such a way that the quality of life for existing and potential residents is maintained. Multi-family densities are relatively high, allowing for 50 d.u./acre in the High-Density Residential plan designation. Parking requirements for new residential development are established for each type of residen-



Subdivision Improvements - A Street being built.

Table 1.7

New Residential Construction Fees Charged by Daly City

SITE FEES	FEE	TOTAL
Tentative Map Final Subdivision Grading Fee Fire Fee Inspection Fee* Plan Check * AB 1600 Fee **	\$600 + \$50/lot \$200 + \$75/d.u. \$78/\$1000Cy \$50 + \$5/d.u. 2% - 4% 1% - 2%	\$ 650 \$ 275 \$ 78 \$ 100 \$5,200 \$2,600 \$4,000
Subtotal		\$9,385
CONSTRUCTION FEES	TOTAL	
Plan Check Fee Planning Review Fee Building Permit Fee Electrical Fee Plumbing Fee Mechanical Fee Fire Sprinkler Fee Water Meter Fee Sewer Connection Fee	\$ 593 \$ 183 \$ 913 \$ 255 \$ 125 \$ 125 \$ 83 \$ 396 \$2,575	
Subtotals	\$5,248	

Note: "The inspection and plan check fees charged by the Engineering Division are a percent of the value of all public improvements in a subdivision.

**AB 1600 fees are charged on the basis of geographic benefit zones which range from \$3,106 to \$20,224. An average figure of \$4000 may be used to estimate average site fees for public improvements on a subdivision.

Source: Daly City Planning, Building and Engineering Divisions, 1990

tial use. In multi-family districts these standards require one space for a studio, 1.5 spaces for one bedroom, and two spaces for two bedroom units or larger. Reductions are allowed for low-income developments. Projects for low-income elderly persons are required to provide only one fourth of the parking indicated above.

Building Codes and Enforcement

The Uniform Building Code, as amended by the City, has also established construction standards which add to the cost of housing development. Examples of the local amendments to the Uniform Building Code include: the prohibition of plastic pipe for plumbing; because if burned, it gives off toxic fumes; and the requirement that fire rated sheet rock be used in the conversion of garage/storage areas to living areas. Fire sprinkler systems are required in new construction. These amendments are minor and do not add significantly to the cost of housing, but significantly increase the long-term safety of residents, reduce property damage in the event of fire, prevent fire spreading to adjoining homes, and improved insurance rates.

Site improvements and exactions by the City, such as traffic signals or park in-lieu fees in-

crease the cost of development in Daly City. None of these governmental constraints are unique to the City of Daly City and the increased costs attributable to land use controls in Daly City are generally less than those found in most communities.

Fees and Dedications

All Bay Area cities charge fees in order to pay the costs to process, regulate and mitigate the impacts of new development. Fees are also established to connect to the sewer and water system. If fees are inordinately high or above those charged by other communities, they can lead to higher cost housing that discourages housing development. However, Daly City's fees are average when compared to those found in other communities in the Bay Area.

Fees, while important in offsetting the costs to the City in planning and regulating development, can be limited to minimize the effects on the cost per unit of housing developed. Fees are, therefore, set at a level which reflects most if not all of the costs to the City. The most equitable method for reducing fees is to reduce costs. Table 1.7 shows the typical fees charged by the City of Daly City for a single-family dwelling being constructed in 1990. The dwelling is assumed to cost \$177,500 and Table 1.7 presents both site and construction fees. The site fees would only be applicable if the home were being constructed in a new subdivision. An in-fill development would not bear site costs, but would be subject to construction fees.

The City also has developed impact fees that are based on the costs of public facilities required



Treatment Plant expansion under construction

by new development as a result of the State of California Assembly Bill 1600 (AB1600) prescribing cities in California to establish developer impact fees. Public facilities funded through the AB1600 fee include: police, library, fire, administrative facilities, roadways, water and waste-water. The fees are charged on the basis of geographic benefit zones, each differing cost bases. Therefore, the fee may range from \$3,106 to \$20,224 depending upon the benefit zone in which new residential development occurs.

Site Improvements

In addition to processing fees charged by the City, a new subdivision may be required to install improvements off-site, dedicate land for parks (or pay an in-lieu fee) or contribute to the cost for services provided to the project. These are typical costs associated with mitigating environmental impacts associated with a development and they vary on a case by case basis depending upon the anticipated impacts. While these costs are necessarily a part of new development in the City, the charges should be carefully analyzed in each case in order to avoid unnecessary requirements being placed on new residential development.

The subdivision of land often requires that new streets be constructed, including curbs, gutters and sidewalks. The requirements set forth in the Subdivision Ordinance are similar to those established in other neighboring communities, and are based on minimum standards to accommodate pedestrian and vehicular circulation and emergency access. These standards could not prevent the construction of affordable housing.

Code Enforcement-The City's building code enforcement program is handled by the Building Division and is generally concerned with enforcing minimum health and safety standards. To the extent that code enforcement necessitates upgrades to a building owned by a low-income individual, the impact may be to raise the owner's housing costs. The City annually allocates funds from the Community Development Block Grant allocation for a low-income rehabilitation program. Repayment of these borrowed funds is often postponed until the property is sold or transferred.

Permit Processing Procedures-Permit processing can be a lengthy process and delays to a development usually mean increased costs. The Planning/Zoning permits, often the first step in project approval, may include subdivision maps, environmental impact reports, Zoning Ordinance and General Plan Amendments and use permits. The time necessary for completing the Zoning and Planning approvals varies depend-

ing upon the complexity of the request. A majority of the tentative subdivision applications reviewed by the City are acted upon within 150 days of filing. Final Maps can take an equal amount of time and Building Permits take 60-120 days to process.

In an attempt to better coordinate and streamline the Tentative and Final Subdivision Map review process, City staff has prepared an inter-departmental review manual that explains responsibilities and actions at each step of the subdivision process. Review processes should be more thorough and more timely, as a result, and the subdivider should be made aware of issues and problems earlier in the process. In addition, all divisions involved in the development process are represented at weekly Development Coordinating Committee meetings.

Infrastructure Limitations—Since the vacant, residentially-zoned properties are either small or moderate in size and are scattered throughout the City, it is unlikely that any development will create a serious, additional demand on existing services and infrastructure (i.e., water distribution lines, sewer collection system, etc.) with one exception—wastewater treatment. The North San Mateo County Sanitation District has just completed a \$23 million modification to the treatment facility, increasing capacity from 8 million gallons per day to 10.3 million gallons per day. This expansion, completed in 1990, was taken in response to a serious lack of capactiy that resulted in a sewer connection moratorium during 1986-87. The expanded capacity will easily serve all projected new growth into the 21st century.

Non-Governmental Constraints

Constraints attributable to the private market that affect the improvement, maintenance and production of housing are generally categorized as non-governmental constraints. The imbalance between housing supply and demand makes housing costs in the Bay Area among the nation's highest. The high costs of development, financing, and land are the greatest barriers to the provision of affordable housing.

Land Costs

Daly City's proximity to the San Francisco employment center and the rapidly increasing job opportunities there have created an environment which makes Daly City a desirable place to live. Market forces continue to push land costs upward resulting in an increase in housing costs. As the cost of housing rises at a much greater rate than income, there is a decreasing opportunity for home ownership to a growing proportion of Daly City residents. Additionally,

there is an increasing number of households who can barely afford the home they purchased and, as a result, cannot afford expenditures on routine maintenance and repair.

Market Conditions-Another potential constraint to housing rehabilitation in some portions of Daly City is the uncertainty some property owners may feel toward the long-term prospects for upgrading a neighborhood. Areas where this could be a constraint are generally the older neighborhoods, east of Interstate 280. These are the areas where the Building Conditions Survey found the highest proportion of dilapidated houses.

Many of the current building condition problems stem from the inability of some Daly City residents to pay for well maintained, standard housing. In this regard the housing problem is basically a problem of poverty. A low-income family cannot pay prevailing rents for decent housing without imposing a severe strain on the family budget. They have two choices: spend an inordinately high percentage of income to get a standard unit, or spend a more reasonable amount and accept substandard housing.

Landlords may face a similar dilemma. Revenues received from a building must match the operating costs, including mortgage payments, taxes, insurance and basic upkeep. If there are no tenants willing or able to pay the amount needed to maintain the building in good condition, costs are usually reduced by cutting back on maintenance and repair. Ignoring needed repairs causes the building to deteriorate and with it the neighborhood.

Construction Costs-Based on building cost estimator guides, the cost of constructing a woodframe, single-family residence in the Bay Area has increased by nearly one-third since 1980 with lumber, concrete and labor constituting the most rapidly rising components. The construction cost, without considering land costs, financing, etc. for an average single-family home in Daly City is approximately \$120,000. The cost of a buildable, single-family lot in Daly City varies depending on the characteristics of the property (sloped, etc.) and location. A 2,500 square foot lot will cost anywhere from \$40,000 to \$80,000.

Availability of Financing-Financing costs reached an all-time high in the first part of this decade. The lack of affordable financing has led to a proliferation of creative financing packages including variable rate mortgages, balloon payments, interest-only loans, equity participation and other techniques. The long-term outlook for interest rates is highly uncertain, and will be influenced by such factors as deficit spending by the Federal Government, Federal Housing Policy, borrowing needs of business and individuals,

and the monetary policy of the Federal Reserve Board. These are all factors over which Daly City has little or no influence. In the spirit of the overall Housing Goal, the City must recognize the constraints in establishing realistic policies. The City has and should continue to sponsor and/or administer interest rate reducing programs, e.g., Housing Revenue Bonds, the Residential Rehabilitation Loan Program, etc., that benefit specific groups, e.g., low and moderate income households, first-time home buyers, and other groups with special needs.

4 Goals, Objectives & Policies

The Housing Goal

The previous sections have established the general nature of Daly City's housing situation—the character of the City's housing stock, population and households, the housing needs of the City, and constraints to housing production and conservation. This section of the Housing Element presents the overall goal, objectives and policies of the City of Daly City.

The information, analyses, recommendations and programs offered in this plan element are aimed at the accomplishment of a single goal,

which is:

"It is vitally important that locally responsible government institutions give priority attention to preserving and enhancing Daly City's stable residential environment, so persons of all ages, races and incomes can choose to live here in safe, attractive and affordable housing."

A number of points about this goal should be carefully considered. First of all, the goal is directed toward "locally-responsible government institutions"—e.g., the City Council, the Planning Commission and other advisory boards and commissions, the City's staff, and other elements of local government. In so doing, the Housing Goal directs housing program responsibili-

ties toward local officials and local solutions and away from groups and/or forces which may traditionally have been areas of concern—such factors as federal policy and funding, state legislation, economic trends, regional housing opportunity imbalances, etc.

An example of this goal's importance and how it might vary from previous approaches can best be shown using comparison of market forces versus affordability. The need for housing in Daly City, as is generally the case in the Bay Area, outstrips the rate of new construction and basic principles of supply and demand become evident in a variety of ways—housing costs soar (the average cost of a Daly City single-family home nearly quadrupled in the 1970's-\$26,000 shot up to \$100,381-and has increased by almost 300% more in the 1980's, up to \$300,000); families double and triple up in a single-dwelling; illegal apartments are added without City approval or permits; and those who cannot afford decent and safe housing are crowded into pockets of poverty. Each of these housing problems is attributable, at least in part, to the forces of supply and demand in the market place.

In the Bay Area, spiraling housing demand, basically a function of population and employment growth, household formation and household income, is primarily fueled by population increases that stem from the growth of job opportunities. For example, continued office development in San Francisco alone will produce 12,000 new jobs a year according to San Francisco's Cit-

The jobs/housing imbalance a Bay Area Problem



izen Housing Task Force, while new housing construction will be adding approximately 1,600 dwelling units per year. The shortfall that fuels the cost of housing in San Francisco knows no political boundary and, as a result, boosts the cost of housing in Daly City too. Although it is believed to be the single most significant factor in causing extraordinary housing cost increases. realistically, there is nothing Daly City can do to reduce the construction of high-rise office buildings in downtown San Francisco. Neither should Daly City abandon efforts to secure an improved tax base, because the region faces a housing shortage. Daly City's efforts to assure an adequate supply of decent, affordable housing treats the symptoms of soaring costs and not its causes because these are factors over which the City has no control. In recognizing Daly City's situation and what locally-responsible government institutions can and cannot hope to accomplish, the housing goal replaces rhetoric with reality.

A second point to consider about the goal is that it specifies "priority attention" be given to housing problems. It communicates a sense of urgency because a continuing failure to solve the housing crisis will manifest itself in a wider set of social and institutional problems—increased disparity and greater inequality. Since the aftermath of the 1906 earthquake and fire that destroyed 28,000 buildings in San Francisco, when the move to Daly City first began and subdividing lots could barely keep up with the need for new housing, priority attention has been given to housing. The goal indicates that to the greatest extent possible this should continue in Daly City.

A third part of the goal to consider is the residential conservation advocated by "preserving and enhancing" Daly City's stock. This is just as important as adding new units. This aspect of the goal implies that, where necessary, older residential neighborhoods should be upgraded. Efforts that detract from the City's neighborhoods and adversely affect residents of those areas, are not in the City's best interest and the Housing Goal cites the importance of preservation and

conservation for this very reason.

The goal identifies the three major components of desirable housing-safe, attractive and affordable." The United States Housing Act of 1937 is prefaced by a Statement of Objectives which reads, in part, "Provide for the eradication of slums, for the provision of decent, safe, and sanitary dwellings for families." Indeed, throughout this nation's history, large numbers of urban families have occupied overcrowded, unsanitary, and dilapidated dwellings. The gap between the cost of decent housing and the price people can pay has, in some areas, led to reduced maintenance and, as a result, increased deterioration. To a certain degree there is a spiraling cycle where a lack of maintenance detracts from the appearance of a neighborhood, which leads to

the vandalization of property, which fosters a "Why bother to repair it?" attitude. The Housing Goal, if it is to be met, requires that this cycle be broken.

The diversity of Daly City's population is recognized in the "persons of all ages, races and incomes" statement. The Housing Goal applies to each and every citizen that lives or wishes to live in Daly City.

Finally, the Housing Goal seeks to allow a wider range of choices for those who have few, if any choices: an opportunity to choose a location where they want to live; to choose a dwelling that meets their needs (both physical and financial); and choose to gain a better environment. An underlying theme in Daly City's General Plan which is especially true in the Housing Element is—as each individual is better off with more choices in any decision, so are we all.

The overall housing goal represents a destination, a final purpose which the community seeks to attain. As the most general level of any policy the goal, by itself, is not very helpful to decision-makers. Further refinement is necessary if the goal is to assist Daly City residents, political leaders, business entrepreneurs and appointed officials in reaching the destination. The first level of focusing and refining the housing goal takes place as stated objectives.

Quantified Objectives

A goal states an ideal condition, objectives further define the elements of the goal. Objectives should provide a means for measuring progress toward realization of the goal or ultimate purpose. For this reason a set of objectives should, to the extent possible, be stated in quantitative terms. The quantified objectives cited in this Housing Element are defined for both short (i.e., five year) and long (i.e., ten or more years) term efforts.

There are four quantified objectives for the City of Daly City. These objectives recognize the maximum number of housing units that can be constructed, rehabilitated, replaced and conserved. The previously identified needs for housing in Daly City exceed the stated objectives because of limited resources and those variables over which the City has little or no control.

The City has been implementing Daly City's current Housing Element, last revised in 1987, for two years. While this is not sufficient time to assess the success or failure of many longer-term objectives, policies, and programs, it is a period sufficient to assess overall progress and identify possible "mid-course" adjustments.

The following section identifies the City's accomplishments in more detail. In terms of quantified objectives for 1987-89, the City met 87% of its annual goal for new units and 53% of its rehabilitation goal for housing affordable to lower-

income persons. In addition, about 2,400 units per year were privately renovated. The City met 140% of its replacement objective. It also took significant steps to conserve existing housing and neighborhoods.

In addition to the Quantified Objectives cited in this section of the Housing Element, there are objectives cited for each group of policies listed in this element of the plan.

Construction Objective

In order to account for projected growth of the community as well as reasonable factors for vacancy and replacement of the existing housing stock, the City of Daly City will encourage the development of an average of approximately 210 units per year over the next five years and 200 units per year in the five years following that period.

Daly City also seeks to assure a balanced supply of new housing to meet the needs of both renters and buyers, and for all ranges of income. The "balanced" housing construction objective for 5 and 10 year periods is expressed in the following

table:

Table 1.8
Housing Construction Objective
for 5 and 10 Year Periods

	Five Year Objective			Ten Year Objective		
Income Group	Annual Number	Total	Percent of Total	Annual Number	Total	Percent of Total
Very Low	40	200	19.00	30	150	15.00
Other Low	34	170	16.00	30	150	15.00
Modrate	44	220	21.00	40	200	20.00
Above Mod.	92	460	44.00	100	500	50.00
Total:	210	1050	100.00	200	1000	100.00

Source: Daly City Planning Division, 1990

*Percentage factors are derived from the Housing Needs Report for the San Francisco Bay Area. Prepared by the Association of Bay Area Governmenta, 1989

Daly City has not set its construction objective. Table 1.8, to match the housing needs indentified by ABAG in the Housing Needs Determination. Table 1.4. Given the depressed real estate market and recession economy, it is expected that the actual number of units constructed during the next five-year planning period will fall far short of the projected need. The City's objectives are based on average housing construction between 1987 and 1989. Daly City does not have a growth management ordinance and will continue to process all projects for housing.

While the annual goal is established at 210 units, 26% of which are sought to serve lower-income households, the average number of units actually produced during 1987-89 was 183.

Table 1.9

Total:

183

The primary cause of the short-fall appears to be the increasing scarcity of land and the concomitant rise in land prices. Also, during the years 1986-87 the North San Mateo County Sanitation District instituted a moritorium on new sewer connections because their treatment facility was operating at capacity. This constraint impacted new housing construction the area served by the district (all Daly City neighborhoods except Crocker, Southern Hills and the Bayshore). Based on a *eview of the

Vacant Lands Survey Data, the sewer moratorium affected approximately 20 parcels of residentially developable land with a capability of providing up to 1,050 dwelling

units.

The sewer moratorium ended in late 1987, and in 1990, the North San Mateo County Sanitation District completed a \$21.5 million treatment plant expansion, doubling capacity and providing sewage-treatment services for all projected future growth of the City.

Any site available for residential development could accommodate lower income housing. The Vacant Land Survey indicates that there are 141 acres of vacant land available for residential development in Daly City. In the R-3 zone, a maximum of 5,366 units could be produced. Even if maximum density is not achieved this development capacity far exceeds Daly City's regional need for lower-income households.

Rehabilitation Objectives

In order to upgrade deteriorated dwelling units found throughout Daly City, the City will work to complete the rehabilitation of 25 dwelling units per year for the next five years and, to the extent State or Federal funds are available, an average of 30 units per year for the five subsequent years. While it is not possible to specify precisely which units would be rehabilitated, the quantified objective is, within the next 10 years, to correct

Table 1.9a
REHABILATATION AND CONSERVATION OBJECTIVES
BY INCOME CATEGORY 1990-1995

Income Level	Rehabilitation	Conservation	
Very Low-Income	90	171*	
Low-Income	75	-0-	
Moderate-Income	205	-0-	
Above Moderate	-0-	-0-	

^{*} Villa Fontana Apartments

90% of the residential buildings with major or critical deficiencies identified in the Housing Conditions Survey.

While the Rehabilitation Program is not targeted to a specific area and property owners throughout the City may avail themselves of the Program, the neighborhoods east of Interstate 280 have the highest concentration of dilapidated units and, as a result, will receive a greater proportion of the residential rehabilitation resources.

This category also includes rehabilitation loans to provide access for handicapped persons. Under this aspect of the rehabilitation program, homes are retrofitted with such modifications as ramps, grab bars, lowered sinks and widened doorways. A Senior Minor Home Repair program was implemented in July 1990 and will make low-interest loans available to seniors to make necessary repairs to their homes, often deferring the cost of repair until the dwelling is sold.

REHABILITATION ACCOMPLISHMENTS

The City does not track privately rehabilitated units. The Division of Building Inspection estimates that about 2,400 units per year were rehabilitated in the years 1987-89.

Under the City's CDBG-funded Residential Rehabilitation program, an average of 21 lowerincome units per year were rehabilitated.

The goal of 25 units per year was not met, probably due to the recession and the chilling effect it has on the homeowner's willingness to make improvements. The City will maintain the goal of 30 units per year established for the next five-year planning period in anticipation of the recovery of the economy and a renewal of interest in this program.

Replacement Objective

The City will seek to remove by appropriate means all buildings identified as not suitable for rehabilitation. A substandard building is considered not suitable for rehabilitation if the cost to rehabilitate it to decent, safe and sanitary conditions exceeds the cost of new residential construction in Daly City. While estimated construction costs are revised annually, the 1986 cost of good construction was approximately \$69.00 per square foot. Such units are, by definition, considered to be in such a state of disrepair that rehabilitation is not feasible, and occupancy of these units on a long-term basis poses a significant threat to health and safety of the occupants.

Recognizing the guidelines for replacement, it is nearly impossible to determine the precise number of units not suitable for rehabilitation. In a few extreme cases dilapidated and structurally unsound buildings will require new founda-

tions, structural modifications, new heating and plumbing, etc., to the extent that demolition and complete new construction would cost less. The structural problems associated with these properties usually go undetected in a windshield survey of building conditions like that conducted in 1986. However, based on previous demolition permits issued by Daly City a total of three such units per year is anticipated. The five-year objective is, therefore, 15 units and the ten-year objective is 30 units.

REPLACEMENT ACCOMPLISHMENTS

The Planning Division of the City estimates that about seven residential units were demolished each year during the period 1987-89. While not every lost house was replaced on that site, in most cases, a demolished unit was replaced on the same site by two or four new residential units. Overall, it is conservatively estimated that one-for-one replacement was achieved.

Conservation Objective

In order to conserve the existing housing stock, the City should avoid actions that would adversely affect existing, sound dwellings, such as rezoning to non-residential uses, approving major demolition projects without adequate replacement housing. The conservation objective also contributes to the provision of a balanced housing supply by discouraging the demolition of lower cost housing that would be replaced with more expensive housing, unless that housing complies with the previously cited housing construction objectives.

The purpose of this Housing Element is to implement these objectives and, to a certain degree, these are local objectives and they are not intended to reinforce the need for Federal subsidies or State intervention. If this Housing Element is successfully implemented, the need for State or Federal action should decrease because local initiative has reduced such need.

CONSERVATION ACCOMPLISHMENT

Daly City's current policies and programs have been successful in conserving the existing housing stock. Specific achievements are found in the Replacement and Rehabilitation discussions.

The City will prepare a strategy for conserving the existing low-income housing projects which have been identified as being at risk of losing their low-income housing status. At this time there is no indication that the property owners intend to "opt-out" of their federal mortgage obligations by prepaying the balance on their loans. The strategy will include approaching non-profit housing development organizations who may be interested in purchasing these

at-risk properties, and identifying sources of available of financing.

Housing Policies

It is the policy of the City of Daly City to:

Objective 1. Encourage new residential development in suitable locations.

Policy 1.1: Support infill housing on appropriate sites in existing neighborhoods.

By encouraging infill of existing residential areas where public service infrastructure is in place, construction costs can be reduced and housing can be more affordable. Appropriate sites would include: vacant property that is not designated for open space in the General Plan; underutilized property where residential development represents the highest and best use; sites in residential areas where non-conforming uses have been abandoned or terminated; and property not subject to such environmental hazards as flooding, slope instability, seismic land rupture, excessive noise, hazardous materials handling, etc.

Over the three-year period of 1987-89, 33 infill residential development proposals requiring planning approvals were submitted. Of these, 22 (82%), representing 456 units, were approved. The others were denied, on the basis of incompatibility with the neighborhood, trafficgeneration, or other adverse effect on existing residences.

Policy 1.2: Foster housing development on suitable, surplus public lands.

The vacant land survey identified a number of publicly owned properties that may be suitable for housing. These sites are owned by a variety of public agencies, including the City, local school districts, Caltrans, etc. In some instances, these public properties are no longer needed for the originally intended purpose of other public purposes, and it would be appropriate to zone and to lease or sell these sites for housing development. The City may also acquire surplus federal or state land if funds are available, to be disposed of by sale or lease and, where appropriate, make these available for housing.

In the 1987-89 period, 6 surplus public parcels, comprising 27.4 acres, became available. Status:

(a) Vista Grande School Site: 3.1 acres
A 240-unit residential care facility was proposed and approved.

(b) Savage School Site: 20.7 acres
More than 100 residential units proposed:
Developer has yet to submit final proposal.

(c) 87th and Edgeworth: 1.2 acres
City solicited mixed-use proposals and review of bids is under way.

(d) Crocker School Site: 1.7 acres 71 residential units approved.

(e) Landmark: The Redevelopment Agency cleared this halfacre site of dilapidated commercial uses in prior years. In 1989 it approved soliciting bids for mixed-use development.

(f) St. Vincent de Paul: The Redevelopment Agency cleared this quarter-acre site of dilapidated commercial uses in prior years. In 1989 it approved soliciting bids for mixed-use

development.

(g) In fiscal year 1989-90, CDBG funds were allocated to assist Catholic Charities to purchase land to construct the 50-unit St. Andrew Commons Senior Housing project for low income seniors. Ten of the units have been designed for handicapped accessibility.

Policy 1.3: Continue to allow secondary units in single-family neighborhoods.

In 1983, Daly City enacted a Secondary Unit Ordinance intended to establish reasonable standards for allowing such units in all the City's single-family neighborhoods, while minimizing red tape in the process. Secondary units represent a cost-effective way to expand the housing supply. The concept responds to the discrepancy between available housing characteristics (larger homes built in response to the "baby boom") and housing needs (seniors or young professionals who, because of income or lifestyle, prefer smaller units). The City should periodically evaluate the second unit requirements and procedures to make certain this resource is used in the best possible manner.

Daly City has continued to implement its Secondary Unit Ordinance. Table 1.10 highlights the decline in applications and approvals over the years.

Table 1.10 Secondary Units 1985 - 1989

Year		Secondary Units Approved
1985		30
1986		28
1987		30
1988		15
1989		11
	Total:	114

Source: Daly City Planning Division, 1990

The large number of secondary units approved between 1985 and 1987 was a result of an effort to legalize secondary units constructed without pemits. A new program, PROJECT HOMESAFE, will dramatically increase the number of legalized units.

Policy 1.4: Disapprove of housing in areas not suited for residential use.

Clearly there are a number of developable sites in the City which, because of site or situational characteristics, are not appropriate for new residential development. In these cases, the City should discourage, and where appropriate, prohibit the development of new housing. Properties subject to environmental hazards are not suited to residential developments. Other environmentally sensitive sites should be avoided or developed in a manner and density capable of preserving desirable features. There are vacant parcels with characteristics that lend themselves to retail or commercial office development that should not be used for residential development.

In this three-year period, the City approved 82% of all residential projects. Only six proposals, totalling 14 units were denied because they did not provide adequate parking in dense neighborhoods with severe urban parking problems.

Policy 1.5: Assure that standards for new housing construction adequately safeguard life and property.

In part, the Uniform Building Code, as amended by the City, is intended to assure that new residential construction meets or exceeds minimum standards. The City should continue to vigorously enforce these requirements and, when possible, recommend additional safety measures applicable to individual projects.

Objective 2. Increase the supply of housing in a manner compatible with the character, density and integrity of existing neighborhoods.

Policy 2.1: Establish zoning controls and density limits which maintain the prevailing character of existing neighborhoods.

This policy affects new housing development as well as modifications in the existing housing stock. As a general rule, development should reflect the predominant intensity of the surrounding neighborhood. Building bulk, lot size and pattern, unit size and building type should complement that of the neighborhood. Prevailing densities are exceeded only when the scale and character of the surrounding neighborhood will not be disrupted. Zoning Ordinance standards should be periodically reviewed, and where necessary revised in light of this policy.

The City started to revise its Zoning Ordinance and Map in 1989. This review should be completed well before the required 1995 Housing Element

revision.

Policy 2.2: Encourage higher density residential development in areas where such development will not have adverse effects.

Higher residential densities are appropriate in locations where public services can support the increased demand and adjoining land uses would not suffer adverse impacts. This would include places where water and sewer capacity is sufficient and mass transit service is readily available. Other factors to be considered in locating higher densities include: availability of permanent open space; distance from primary service facilities and activity centers; balanced growth within the community; and compatibility with surrounding land uses. The General Plan has recently been amended to allow an increase in residential density from 50 to 65 dwelling units per acre in urban commercial locations. With densities of up to 50 dwelling units per acre in residentially designated areas, these higher densities might be applicable to areas adjoining community and regional shopping areas, employment centers, public parks and transit stations.

Between 1987 and 1989, the City increased the density of residential development on 19 sites. This authorized 171 additional units to be built.

Policy 2.3: Allow mixed residential/retail or office uses along the Mission Street Corridor.

Mixed uses are allowed in this area with the granting of a use permit. The City should also review all building code requirements that may create unnecessary governmental constraints.

The City and the Redevelopment Agency have cooperated closely in developing a strategy for revitalizing Mission Street (constructed in mixed-use developments) in which housing plays a major role. In this period, the City granted two use

Table 1.11 Residential Rehabilitation Program 1987 - 1989

Year	Amount	Units Rehabilitated
1987	338,280	20
1988	317,870	9
1989	320,000	20

permits for 23 housing units, denying one for one unit which was proposed for construction on a substandard lot, and which provided no parking. In addition, in 1989 the Agency approved a Five-Year Plan for the Redevelopment Area targeting a number of Mission Street sites owned by the Agency for mixed-use or purely residential development.

Objective 3. Assure the quality of housing is continually maintained or upgraded.

Policy 3.1: Assure that existing housing is maintained in a decent, safe and sanitary condition.

Residential units throughout the City should continue to meet Housing Code standards. The systematic inspection of apartment buildings begun by the Fire Department should be expanded to include the City's Building Division and cover all aspects of the Uniform Housing Code. To the extent possible, code compliance should be designed in a way that minimizes the hardship imposed on property owners and protects tenants rights. The City should examine the costs and benefits associated with mandatory code compliance for multi-family buildings upon sale or transfer and enact such a requirement, if appropriate.

A recent amendment to the Municipal Code, PRO-JECT HOMESAFE, will allow illegally constructed rooms in existing single-family dwellings to be legalized, meeting reduced code requirements. The purpose of the program is to bring all such units up to minimum life safety standards.

Policy 3.2: Operate a residential rehabilitation loan program that meets the needs of the low and moderate income population.

The current residential Rehabilitation Loan Program represents a City-wide effort in public-private cooperation intended to lower home improvement interest rates to qualifying homeowners. With federal funding reductions eminent, it is imperative that the City seek out alternative long-term funding sources for the program. At the same time, the City should annually evaluate the Program's effectiveness and make changes as necessary.

The success of this program is illustrated below:

In 1989, the City expanded the program by adding a small-grant program, to assist lower-income seniors to maintain their homes. Also, the City attempted without success to utilize HUD's Rental Rehabilitation program during this period. The City will renew its efforts to advertise this program and encourage participation.

Policy 3.3: Establish an incentive program for voluntary housing rehabilitation.

The decline of individual housing units is often associated with the general decline of physical appearance of a neighborhood. As an incentive to voluntary housing rehabilitation, the City should establish a coordinated effort to improve neighborhood conditions by upgrading streets, gutters, sidewalks, street trees, etc. The City

should also establish incentives for retrofitting the existing housing stock with automatic fire sprinklers, e.g. fee reductions, low interest loans, etc.

The City has established a 20-year plan to assure adequate neighborhood infrastructure. It has allocated an average of \$309,000 annually in CDBG funds to improve infrastructure in residential areas.

Policy 3.4: Assure the timely correction of code violations.

As the City's housing stock ages, it becomes increasingly important to require maintenance and correction of code violations. Due to a shortage of staff, code enforcement has often been given low priority. PROJECT HOMESAFE will offer an incentive of a minimal fee and voluntary participation in the program. The program will only last 18 months, another incentive to apply early for legalization of room additions constructed without permits.

Objective 4. Provide housing affordable to all income groups.

Policy 4.1: Establish incentives for the inclusion of low income units in new residential developments.

Daly City previously considered and rejected a mandatory inclusionary standard for new development. This policy would not mandate inclusion, but would offer incentives to developers willing to include affordable units in a development. These incentives must include increased density, transfer of development rights, planned development zoning, etc. Incentives should not be used to concentrate low income households in one portion of the City and should allow at least 20 percent of the units in a project to be designated for low income.

Policy 4.2: Use the financial resources available to the City to reduce the cost and increase the amount of affordable housing.

Like many California communities, Daly City has begun using tax-exempt bonds to finance local housing projects. Single-family mortgage revenue bond proceeds are used to make mortgage loans to first-time home buyers who can put as little as five percent down and have interest rates below conventionally available loans. Multi-family rental housing bonds require 20 percent of the units be made available to lower income households at affordable prices. Other sources for funding affordable housing should be explored and, where appropriate, utilized by the City.

The City has offered Mortgage Credit Certificates, via an arrangement with San Mateo County, for first-time homeowners. Response was poor. The City continued to explore possibilities to use tax-exempt bonds, new state housing programs established via Propositions 77 and 84, private syndication to subsidize affordable units, and other available subsidies.

The City has established a Community Reinvestment Act (CRA) task force to take advantage of the federal legislation which evaluates local lending institutions' (banks and thrifts) performance in making loans available to meet the credit needs of their community, including low to moderate income neighborhoods. This program could potentially result in sanctions against regulated lending institutions that fail to make loans in their communities. It could also encourage lending to non-profit housing corporations to fund low-income housing projects.

Policy 4.3: Allow construction of a variety of cost-reducing, innovative housing types.

Modular houses and mobilehomes can provide additional housing for low and moderate income households. Daly City has enacted a prefabricated housing ordinance. This policy was adopted pursuant to the requirements of state law.

Policy 4.4: Streamline the permit process to expedite housing construction.

Delays in project approval and issuance of building permits can add to housing costs. The City should make every effort to insure that projects are reviewed and acted on in the shortest possible time consistent with the City's interest in complete review. Priority processing should be given to projects that include housing affordable to low and moderate income households. The City should also strive for consistent application of construction related code requirements.

Daly City has recently established one-stop permitting. Development permits are submitted to the Planning/Building division counter. Internal review of these plans by various City departments is coordinated by a Planner/Building Inspector thereby avoiding inconvenience to the applicant.

Policy 4.5: Make maximum use of available State and federal housing programs.f

The Federal government is continuing to evaluate its role in low and moderate income housing production. Previous housing programs have been discontinued or drastically changed. Daly City should monitor available federal and state programs and secure its share of funds as programs are implemented.

As part of a county-wide regional effort to address housing needs, the City is participating in a multi-jurisdictional task force to seek federal funds through the HOPE and HOME programs.

Policy 4.6: Ensure that City amendments to and interpretations of construction-related codes and ordinances do not unnecessarily increase the cost of construction.

Traditionally, Daly City has adopted the state-wide construction related codes (e.g., Uniform Building Code) with a number of local amendments. These changes can add to the cost of construction and maintenance of housing. City amendments to state codes should be carefully reviewed for their purpose and added construction cost. Any amendments adding to construction costs should be fully justified before approval. In interpreting the codes, City staff should consider the cost implications of their decisions. While not sacrificing quality or safety, interpretations should not be so narrow or restrictive that they unnecessarily add to construction costs.

Table 1.12 CDBG Funds Allocation 1987 - 1989

		-	Neighborhood
Year	Total Amount	Housing	Infrastructure
1987	\$ 1,078,480	\$ 368,780	\$ 512,000
1988	1,402,300	547,200	120,000
1989	1,724,000	475,700	295,000

Policy 4.7: Utilize a majority of the City's annual Community Development Block Grant entitlement directly for housing and infrastructure programs that benefit low and moderate income households.

The Community Development Block Grant funds Daly City receives annually are used for a variety of programs and purposes. With reduced funding levels likely to continue, it is imperative that a greater proportion of the funds be directed towards housing and infrastructure programs. This would be consistent with the spirit and intent of the Block Grant Program. Table 1.12 reflects the Block Grant allocation for the years 1987-1989.

The St. Andrew Commons Senior Care Facility discussed earlier is a project where CDBG funds were used to assist in the purchase of land upon which the project will be constructed.

Objective 5. Insure housing opportunities for all people.

Policy 5.1: Prevent housing discrimination based on age, race, religion, sex or ethnic background.

To insure equal housing opportunity, the City should assist in the implementation of Fair Housing and Discrimination laws. The City should make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City should vigorously pursue the matter and where discrimination is found, the City should either prosecute or assist other entities in prosecuting the matter.

To implement this policy, the City annually funds Operation Sentinel who responds to complaints of housing discrimination. Between 1987 and 1989, this organization responded to 100% of housing discrimination complaints. Figures available for the past two years show, on average, that 40 complaints were received and processed. Operation Sentinel responds within 24 hours to any complaint. If discrimination is documented, it advises the complainant of possible courses of action.

In 1990 the City began to fund La Raza Centro Legal, a non-profit agency primarily assisting Spanish speaking persons in the area of legal rights and counseling. Much of their work is in the area of landlord/tenant disputes and housing discrimination. This agency assists approximately 600 Daly City residents yearly.

Policy 5.2: Promote adaptability and accessibility of residential units for disabled occupants.

While Daly City has a greater number of accessible units than other San Mateo County communities, the City should maintain an active role in expanding accessibility and require all State and local handicapped codes to be met. Disabled residents are less able to compete for scarce housing units because many units are not accessible. The City should consider strengthening its ability to require accessible and adaptable units by enacting local ordinances requiring increased effort.

The City in the three-year period between 1986 and 1989 funded C.I.D., a non-profit agency, to assist lower-income homeowners make their

Table 1.13
Housing Units Funded by C.I.D.

Year	Units Made Accessible
86-87	8
87-88	9
88-89	26

homes accessible. Performance was as follows:

The City also adopted an ordinance requiring elevators for residential projects which serve low-income persons. This amendment allowed feder-

al funds to be used for the additional costs and made the project accessible for handicapped individuals. The project for which the funds were made available is the St. Andrew Commons Senior Housing project.

Policy 5.3: Encourage economic integration in housing.

At present housing opportunities for low and moderate income households exist throughout Daly City. This is due, in part, to City policies that promote balanced growth. A pattern of economic segregation, where a few neighborhoods provide a disproportionate amount of lower income housing, should not be allowed to develop. As special efforts are made to expand housing opportunities for low and moderate income households, the City should monitor housing patterns to insure economic integration.

The City has monitored housing development for the past three years and found no signs of increasing economic segregation.

Policy 5.4: Support a balanced distribution of quality residential care facilities.

It is desirable that residential care facilities be distributed throughout the City so people are offered a choice of locations. At the same time, dispersal will avoid an overconcentration of such facilities in particular neighborhoods. State law precludes the City from regulating homes for six or fewer persons, but larger facilities are governed by zoning requirements. Proposed residential care facilities should be evaluated for compliance with the dispersal concept as well as proximity to community services and commercial areas; transportation and transit service; accessibility to open space/recreation opportunities; and other suitable criteria.

During this three-year period, four planning applications relating to residential care facilities were received. Three were approved. They are listed in Table 1.14.

Table 1.14
Approved Residential Care Facilities

Site	Type of Care	Units
Vista Grande	Skilled Nursing	240
Bryant	Facility Rest Home	10
S. Parkview	Rest Home	8

These sites are geographically dispersed. One application, for a 12-unit adult residential care fa-

cility, was denied because of prior care-facility violations of the applicant/proposed operator.

Policy 5.5: Provide financial assistance to lower income households in emergency situations.

The Daly City Community Service Center presently operates a housing assistance program that loans lower income families money to cover housing related emergencies, i.e., moving expenses, late rent, mortgage payments, emergency food assistance, etc. The program has proven successful, but continues to lack a more permanent source of funding; it has been funded by the Peninsula Community Foundation in the past. The Center assisted individuals and families with a variety of needs arising from shelter emergencies.

The City also funds Project Reach to provide shared-home matches, as a source of income to lower-income homeowners, and a source of affordable housing to those needing shelters.

During the period between 1987 and 1989, an average of 51 placements per year were made.

A number of alternative funding sources should be considered by the City in order to continue and to expand the program.

Policy 5.6: Expand home ownership opportunities.

Owner occupancy may assist in maintaining the housing stock. It is important that buyers be ready and capable of assuming the financial responsibilities of home ownership and maintenance. The City should work to expand the opportunity for individuals and families to own their home

The City is committed to providing affordable home-ownership opportunties; however, housing costs pose enormous difficulties. The City cooperated with the County to offer Mortgage Credit Certificates, a state program, to subsidize first-time home buyers. The City was not granted certificates by the state but is cooperating with the county to utilize a portion of their certificates to benefit Daly City residents.

Policy 5.7: Support the development of rental housing.

Despite low vacancy rates and high rents, rental housing production was practically non-existent during the first half of the 1980's. Market conditions, which are beyond Daly City's control, have been cited as the principle constraint on rental housing construction. Many developers argue that rent control is a significant deterrent to the construction of rental housing in the Bay Area. Although Daly City does not have a rent control ordinance, Daly City should seek out financial

and regulatory methods for stimulating rental housing production.

In an effort to encourage the development of rental housing, Daly City maintains 107 acres of land in zoning for multi-family dwellings (R-3 zone), maintains a secondary unit ordinance which provides for the establishment of small rental units in single-family homes; and, where appropriate, encourages mixed-use projects which include moderate-to-high density residential components.

Objective 6. Maintain and enhance the quality and diversity of Daly City's neighborhoods.

Policy 6.1: Encourage the development of well-designed housing.

All Daly City residents should be given an opportunity to live in a neighborhood environment that includes well-designed houses. To ensure this the City should establish design guidelines to be used in the Planning and Building review processes. The following should be used in evaluating new residential construction and home improvements: relate the design, shape, setbacks, size and landscaping of improvements to the character of surrounding buildings; curb cuts should be minimized and located so as to maximize on-street parking opportunities; building facades should be articulated through use of bay windows, cornice details, entry details, and other variations of horizontal and vertical planes; views and well-defined interior block open spaces should have impairment minimized; and barriers that insure private open spaces encouraged. Building designs that encourage or allow significant opportunity to modify occupancy by creating separate living units not allowed under the code should be prohibited.

In addition, guidelines should assure adequate open space and natural light and avoid significantly reducing sunlight available to adjacent properties. The City's architectural and site improvement controls should be administered at the staff level with appeals being heard by the City Council, Planning Commission, or a Design Review Committee established by ordinance.

The City imposed design review on all projects with residential components receiving planning approvals during the previous planning period. The development of guidelines should expedite project approval since it will alert developers of the expectations concerning design. Design guidelines are being used in many communities.

Housing projects can be designed to be an asset to the community while maintaining construction costs to affordable levels. This policy will not impair the ability of developers to construct affordable housing in Daly City. Most communities in the Bay Area have design review requirements.

The City also funded a revision of the Mission Street Design Guidelines completed in 1990. These guidelines apply to mixed-use projects in the Mission Street area.

Policy 6.2: Assure housing is provided with adequate public improvements, service and amenities.

A variety of factors contribute to the quality of Daly City's neighborhoods, including access to open space and recreational opportunities, the quality of schools, the full range of library services, the effectiveness of police and fire protection, adequate street lighting etc. Regular maintenance of streets and sidewalks, provision of street trees, control and prevention of graffiti and litter, protection from excessive traffic, and freedom from the nuisance of noise, are all important to neighborhood life, and all should be addressed by the City in providing its citizens with a quality living environment.

The City has conducted a comprehensive review of infrastructure needs and instituted a single, equitable development fee on all commercial and residential expansions and construction, to finance infrastructure needed to support future development.

As noted in the section in Construction Accomplishments above, the wastewater treatment plan expansion was completed in 1990.

The City supports an active citizen-based, antigraffiti campaign on Mission Street and has imposed litter-control measures on littergenerating businesses requiring planning approvals.

Policy 6.3: Minimize the disruption caused by institutions expanding into or adjacent to residential areas.

The expansion of educational, religious, governmental, public utility and medical facilities may conflict with efforts to maintain or enhance the quality of life in a residential neighborhood. Buildings may not be in scale with the area; traffic and parking problems can be aggravated. To minimize potential disruption, the City should require processes (e.g., use permits) that allow careful review of expansion plans. The needs of the neighborhood for housing, on-street parking, and safe, quiet streets should be considered in addition to the needs of a particular institution. Larger facilities should be required to submit master plans prior to any City approvals of expansion requests. These plans should consider long- and short-term improvements and alternatives for reducing neighborhood impacts while meeting the needs of the institution.

No such expansion occurred during the period between 1987 and 1989.

Objective 7. Reduce unnecessary or wasteful energy practices and encourage more energy efficient housing.

Policy 7.1: Educate the residents in energy conservation and heighten energy awareness.

Coordinating energy awareness and conservation efforts with the school districts and PG&E, the City should reach out to the wide variety of ethnic groups in a manner that will provide a wiser use of resources. The City could create an energy awareness guide for residents and businesses and foster awareness through awards and other such incentives.

The City has undertaken a water-conservation education effort, which helps conserve energy. No other steps to implement this policy have yet been taken.

Policy 7.2: Actively enforce the Title 24 Energy Efficiency Standards.

At present the City of Daly City actively enforces the residential energy efficiency standards (Title 24, California Administrative Code) for new construction. These standards encourage energy efficient design and adapt requirements to the climate experienced in Daly City. The City should evaluate all new residential construction and continue its Title 24 enforcement efforts.

Objective 8. Avoid or reduce the economic and social difficulties caused by displacment.

Policy 8.1: Encourage the relocation of sound housing units that are threatened by development activities or natural forces.

Where public or private development activities would result in the demolition of an existing housing unit that is in sound condition, or if the home is threatened by natural forces, the City should encourage the relocating of that building to a suitable vacant lot. The preservation of a sound building is a positive end, however, preserving an existing building should not create undue hardship that results in an increased cost for new residential construction.

Policy 8.2: Protect apartment dwellers who are affected by a proposed condominium conversion.

The Subdivision Map Act and the City's Condominium Ordinance specify procedures and guidelines intended to protect households who are to

be displaced because of a conversion of apartments to condominiums. More specifically, Section 17.37.100 generally describes the relocation assistance a subdivider is to provide to tenants affected by a conversion proposal. The City should re-evaluate this general language and write specific standards for a relocation program that include requirements for: an on-site relocation assistance office; the return of all deposits and fees; benefits for voluntary relocation after conversion approval; benefits for forced relocation; first right of refusal for tenants wishing to purchase; and rent stabilization during the entire conversion process.

There has been no applications for condominium conversion within the 1987-1990 time period.

Policy 8.3: Provide relocation services where publicly financed actions cause displacement.

The adopted relocation assistance policy of Daly City as well as state relocation requirements should continue to serve as a basis for residents relocated because of publicly sponsored activities.

Policy 8.4: Preserve the 223 existing low-income housing units which are at risk of being converted to market-rate housing.

The City should monitor existing at-risk low-income housing units to determine if the owners plan to file a notice of interest to prepay the mortgage obligation. The prepayment would terminate the requirement that the units be rented to low-income individuals. The City should maintain an up-to-date list of public and private non-profit housing entities who can and will be able to purchase the at risk units should the necessity arise. The City should also maintain a current list of available financial resources to fund the potential purchase of these units.

5 Housing Programs

The Housing Program is an action program defining what Daly City is doing or intends to do to implement the policies and achieve the goal and objectives of the Housing Element. The Housing Program is organized into two major categories: programs the City is currently utilizing to address housing needs, and proposed programs that will further the housing goal, objectives and policies of the City. In addition to defining a specific action, the proposed programs also identify the anticipated source of funding, responsible agency, and time frame for each component of the program.

Current Programs For Housing

The protection of existing housing and the provision of new housing are the responsibility of many levels of government. This section focuses on the programs administered by Daly City. The City's efforts are also coordinated with and augmented by the actions of other public and private agencies.

A program level analysis of the City's achievements is found in Appendix C. This section provides an overview of the City's accomplishments in the area of housing.



Residential Geometry

Residential Rehabilitation Program

This City-wide effort in public-private cooperation provides lower interest loans to qualifying homeowners. The loans are used for improvements to correct building problems in substandard units to the extent that they will no longer be substandard by local definition. Two facets to the program are: (1) for persons who qualify for bankable loans, the City subsidizes some of the interest on the loan, (2) for persons whose credit is not acceptable to the bank(s), the City provides a direct loan using Community Development Block Grant funds with the interest rate and form of the loan based upon the applicant's ability to pay.

Daly City's Rehab Program provides funds to

the following:

- Low-income homeowners to repair their homes. Homeowners may borrow for roof-only, or for complete rehabilitation.
- Low or high income homeowners with secondary units in place to bring the unit up to standard living conditions or for installation of a new secondary unit, if the unit is available for rent to a low income tenant or tenants.
- Low-income elderly homeowners for minor home repairs (grant funds).

The program provides assistance by identifying needed improvements, preparing work write-ups, estimating costs, obtaining bids from qualified contractors, etc. The City monitors to confirm delivery of benefits to lower-income households. This activity is a key element in both the five-year and the ten-year goals for rehabilitation of existing housing stock. Past program performance shows over 96% of allocated funds benefited lower-income households, and this ratio is increasing.

Rental Rehabilitation Program

The City has been allocated Rental Rehabilitation Loan funds for FY87-88 and FY88-89. These funds can be used for code-related repairs to rental property in Daly City where at least 70% of the building is rented to low-income tenants at affordable rents. The interest rates are 3% or 5% (depending on loan amount) with 10% of the loan forgiven for each year the owner complies with all requirements of the loan.

Assistance provided by the program includes identifying needed repairs (joint inspection with San Mateo Housing Authority), preparing work write-ups, estimating costs, etc. Also, Section 8 Housing Assistance payments are available (on a priority basis) for tenants of properties that receive Rental Rehabilitation loan funds if rents exceed 35% of the tenant's income.

The City anticipates 70% or more of the funds allocated for this program will benefit lower income tenants with larger families requiring two or more bedrooms.

Section 8—Existing Program

The San Mateo County Housing Authority administers the Section 8 Housing Assistance Payment Program throughout all of San Mateo County (with the exception of Hillsborough and Atherton). The City strongly supports this program and has established a cooperative relationship with the Housing Authority to encourage the Section 8 Program in Daly City.

The major problem facing this program is the lack of funds made available through the Federal government. The last time the Housing Authority opened the enrollment in this program was in 1986. At that time, there were over 4,000 applicants throughout the County. Since no additional funds have been made available, the Housing Authority has not re-opened the enrollment process and has continued to utilize this same list in There are curently a total of 94 eligible applicants in the County with ten of the applicants from Daly City on the waiting list. Even though the Housing Authority is not accepting applicants, they receive between 150-200 calls per day for some type of financial housing assistance.

Table 1.15
San Mateo County Housing Authority
Section 8—Existing Program

Daly City	Family	Elderly*	Total
Certificate Users Applicant Waiting **	251 6	99 4	350 10
Total Daly City Users: Total San Mateo Users: Daly City Percentage:	350 2,863 12.22%		

Includes the handicapped or disabled

** Applicants waiting is derived from the 1986 list.

Source: San Mateo County

Housing Authority, May 1990

Assistance to the Homeless

The City of Daly City participates with the other cities in San Mateo County in providing assistance to homeless persons. The services listed below are available to persons whose last place of residency was within San Mateo County, including Daly City. The services located in Daly City and/or funded by the City are available to anyone in the county needing shelter. The Community Services Center is 60% funded by Daly City General Funds. There are five staff members who screen requests for assistance and refer individuals and/or families to the proper private or public service agency.

Transitional Housing Facilities

Family and Elderly

The following facilities provide shelter for a maximum of six to eight weeks to families and elderly. More than 300 persons can be accommodated.

- Family Crossroads is located in, and partially funded by Daly City. Sponsored by Shelter Network of San Mateo County, the Family Crossroads Shelter in Daly City opened in January 1988. The shelter specifically serves homeless families, predominately from Daly City and surrounding North County communities. In the period between January 1988 and March 1990, 392 individuals were sheltered in this facility, with approximately half of these persons citing Daly City as their last address. The City of Daly City is partially funding the shelter in the second year through the City's Community Development Block Grant program, in which approximately 22 Daly City families will be served. This facility contains ten apartment units. The average family sheltered has 3.5 persons, and the average stay is 6-8 weeks. Based on this information, the Family Crossroads project has the capacity to shelter approximately 230 persons per year.

Unlike emergency shelters, Family Crossroads seeks to arrest the cycle of homelessness, relinking homeless families with stable incomes, jobs and housing. Approximately 75% of families assisted at the shelter return to stable housing and incomes in an average of eights and one-half weeks.

- Menlo Park Family Living Center
- Redwood City Family Living Center

Victims of Domestic Violence

San Mateo Women's Shelter, maximum ocupancy is 20 persons, maximum stay is two months. Funded by Daly City.

Single Mothers Needing Treatment for Substance Abuse

Harriet Tubman Enpowerment Home in East Palo Alto, maximum occupancy is 14 persons, maximum stay is 90 days.

For the Mentally Ill

Spring Street Shelter in Redwood City. The maximum occupancy is 15 adults, the maximum stay is 45 days. Funded by Daly City.

Single Adults or Veterans

Turning Point Transitional Housing in San Mateo. The maximum occupancy is 39 adults, the maximum stay is 60 days.

Palo Alto Veterans Administration Housing in San Mateo

The maximum occupancy is 40 persons and the maximum stay is 90 days. After-care counselling and support services are offered.

Youth Under 18

Our House in Daly City. The maximum occupancy is five persons, maximum stay is two weeks. Located in and funded by Daly City.

Catholic Worker House in Redwood City. The maximum occupancy is four persons, maximum stay is two months.

Redwood City Shelter in Redwood City. The maximum occupancy is six persons, the maximum stay is two weeks.

Facilities Providing Short Term Shelter

Winter Shelter in Redwood City at the National Guard Armory. The Maximum occupancy is 100 adults, the maximum stay is overnight. This shelter is made available by the National Guard only through the winter months, December through March. This program was recently funded by the City.

Community Living Room located in Redwood City. This facility is open to youths aged 13 to 19 during the daytime only.

Other Services Funded by Daly City

Shared Homes Project provides first and last months' payment to assist the working homeless with the means to obtain rental housing. Funded by Daly City.

Daly City Emergency Food Pantry provides a three-day supply of food and provides hot meals to homeless persons from facilities located in Daly City's War Memorial Building. Child Care Coordinating Council (4Cs) of San Mateo County receives yearly funding from the City to provide scholarships for day care for low income families. Child care is a substantial cost to families with working parents, with the cost of child care as expensive as rent in many instances. Child care costs can average \$100 per week for one child.

Bayshore Child Care Service receives funds from the City which are used to underwrite a portion of the cost of child care for low income parents.

A variety of other services are offered to assist homeless persons to secure temporary or permanent housing within Daly City and the County. The Salvation Army Emergency Shelter Assistance voucher program provides vouchers good for three nights lodging. A similar program is sponsored by the Commuity Action Agency.

Housing Revenue Bonds

As a result of the elimination or drastic reduction in the federal and state housing development programs that have traditionally been relied upon for certain housing needs, Daly City has turned to the use of tax-exempt bonds to finance local housing projects. To do this the City created a Housing Development Finance Agency in 1985.

During the period between 1985 and 1989 Daly City cooperated with a number of developers by passing inducement resolutions for three single-family (including condominium) proposals and four multi-family projects. The singlefamily bonds total \$20,000,000 and include projects with a total of 625 dwelling units. While not required under current State law, it is anticipated that a number of the units in Daly City will be available for lower income households. The multiple-family bonds total \$130,000,000 and have projects with a total of nearly 1,450 units. While some of these require additional zoning and planning approvals, construction has begun on others. Given the early response to the program in Daly City, it is anticipated that the City will be a successful issuer of tax-exempt bonds and, as a result, produce a number of low and moderate income units. If all the proposals currently in process come to fruition, the City will eventually assist in creating over 2,000 new housing units with some 290 affordable units through this housing bond effort. To date, only one of these approved projects has been constructed, Serramonte Ridge, which consists of 396 units, 28% of which are affordable.

Second Unit Ordinance

The concept of creating secondary units or "inlaw apartments" in single-family homes recognizes the discrepancy between available housing characteristics and the trend toward smaller households. In May 1983, Daly City adopted a second unit ordinance intended to promote the concept while establishing reasonable guidelines and standards. The City has followed through with red tape minimizing efforts, applicant assistance, affordable fees, advertising efforts and a limited amount of financial assistance. Daly City's second unit ordinance has proven to be the most successful in California with a total of 222 legal units having been approved. One hundred and six of these are new units and 116 are previously illegal units that have been made legal and rehabilitated to meet health and safety require-

The City has recently conducted a survey of participants in the program and has had a 64% response to a six-page questionnaire. While a full analysis of the results has not been completed, several preliminary findings have been made. The belief that secondary units are affordable is supported by the fact that 54% of the respondents indicate that the second unit rents for \$350 or less per month: 41% have rents between \$350 and \$450 per month; and only 4% of the units have a monthly rent of over \$450. Over 12% of the occupants are elderly persons and 16% are single parents with dependent children. The residential rehabilitation loan program has assisted six secondary units with, in each instance, the units being rented at affordable rates to lower income

The City has recently completed a study of illegal secondary units and possible methods of correcting significant code violations. As a result of this study, the City has adopted permanent new parking standards which will make it even easier to add a secondary unit to many homes. Also, the City will soon initiate an amnesty period to allow illegally constructed secondary units to be legalized as long as minimum health and safety standards are met. The City will allow the units to meet Housing Code requirements instead of the more stringent Building Code standards. The local real estate board has assisted the City in this study and will help to advertise the amnesty program to homeowners

When minimum requirements are met, secondary units are a permitted use in residential districts, requiring only a non-discretionary permit from the Planning Division and any building permits required for construction.

General Plan

The City of Daly City, in updating the Housing Element of the City's General Plan, is responding to the housing element guidelines issued by the State Department of Housing and Community Development (HCD). HCD requires that the Housing Element address the needs of all income levels including both very low and other low income level housing, as well as special housing needs, such as those of the handicapped, elderly, large families, farm workers and families with female heads of households. The Housing Element is also required to contain programs which assist in the development of adequate housing to meet the needs of low and moderate income households.

This revision process allows the Housing Element to be consistent with the goals of the City's Comprehensive Housing Affordability Strategy (CHAS) as well as provide additional information which could supplement the CHAS. The programs set forth in this Housing Element function as a mechanism by which the goals of the CHAS can also be implemented.

The revision process, which keeps housing data up to date, provides a valuable souce of information to the public and private developers.

Center for Independence of the Disabled

The Center for Independence of the Disabled, Inc. (C.I.D.), provides both professional and peer oriented services which allow disabled individuals to live independent of institutions or other sheltered environments. C.I.D. provides such services as: peer counselling, independent living skills training, housing accessibility modification, roommate and housing referral, job development and job placement and transportation services. Most notable, C.I.D.'s housing accessibility modification service is available to all low and moderate income people with mobility impairments.

Block Grant funds are used to fund C.I.D's housing accessibility modification service which includes: outreach efforts through various media, screening/determination of eligibility of persons requesting assistance, assessment and planning of proposed modifications, accessibility modification work and training for safe and efficient use of the modifications.

During the 1989-90 fiscal year, 53 modifications in 18 households were made.

Improved Information Base

The value of the housing strategy is based, in part, upon the availability and collection of accurate data on both housing conditions and the special housing needs of particular groups. In or-

der to provide a better information base, Daly City participates in activities such as: North San Mateo County Housing Services Workshops, updating housing conditions survey, surveying vacant and underutilized parcels, monitoring building construction trends, and instituting an information management system, etc.

Shared Homes Program

The Human Investment Project, Inc., a non-profit organization operates the Shared Homes Program in Daly City. The program, funded by Daly City through Block Grant funds, provides referrals for very-low/low/moderate income persons seeking affordable housing and for those having housing to share. Special focus is placed on seniors and single parents. The program results in added income to homeowners who may be on fixed incomes, and also provide companionship and affordable housing for very-low/low/moderate income persons. During 1989, approximately 45 Daly City residents will be served, who were either looking for housing or looking for tenants.

Fair Housing Program

Daly City contracts with Operation Sentinel to operate the City's Fair Housing Program. Housing discrimination restricts the mobility of families and minority groups. Often these groups consist of lower-income households.

The Fair Housing Program's primary objective is to provide equal opportunity in housing, thereby encouraging better housing opportunities for lower-income households. Operation Sentinel provides the following services to Daly City: public outreach and education to the public, the housing and real estate industry, and members of minority and ethnic groups about housing discrimination laws; processing complaints received from the toll free phone number H-O-U-S-I-N-G; investigating complaints using testers and; if warranted, refer the cases to the Fair Housing Lawyer Referral Service in Northern California.

Housing Assistance Program

The Daly City Community Service Center has a contract with San Mateo County to operate the Housing Assistance Program. This program provides financial assistance for emergency situations. The primary objective is to keep the family together. The project, funded by the Peninsula Community Foundation, lends families money to cover housing related emergencies, i.e., moving expenses, late rent or mortgage payments. These funds are provided when some unforeseen event prevents a family from meeting its normal monthly obligations. Daly City's program has

been in operation for three years. Funding for the program ended in December 1984. However, Daly City recaptured 20% of its funds through loan repayments, and has used these funds to continue the program. The program serves lower income households.

Proposed Programs For Housing

The following specific activities are proposed to be undertaken by the City in an attempt to implement housing policies. Each action has an accompanying responsible agency, possible funding source and time frame. The proposed housing programs are also related to one of the eight overall housing objectives cited in the policies section of this element.

Program 1. Housing Site Acquisition

Objective: New Housing Construction

Responsible Agency: Daly City Redevelopment

Agency

Time Frame: Continuous

Funding Source: Redevelopment/Tax Increment

Funds

Activity: Utilizing authority granted under the California Redevelopment Law, the City, through its Redevelopment Agency, will examine three sites that are suitable, but not available for housing development at the present time and, where appropriate, use the power of eminent domain to acquire the sites. The sites can then be made available for new housing construction of a type that fosters the goal and objectives of the Housing Element. It is anticipated that 15 new low income units will be added to the housing stock yearly through this program.

Program 2. Surplus Land Disposition

Objective: New Housing Construction

Responsible Agency: City Manager, School Dis-

tricts, etc.

Time Frame: Continuous Funding Source: General Fund

Activity: Publicly-owned sites that are identified as no longer needed for the originally intended purpose and suitable for housing development should be made available for residential use. In most instances, state law establishes a procedure for selling or leasing property that has been declared to be surplus. Where appropriate, the City will give priority to projects that respond to low or moderate income needs while meeting the Housing Element objectives. To accomplish this a cooperative effort between the City and other agencies with candidate parcels has been under-

taken to review the procedures necessary by each.

The City will provide infomation to the school district about possible financing alternatives that could allow affordable housing to be competitive with market rate development proposals.

Program 3. Low Income Housing Requirement

Objective: Low Income Housing Requirement Responsible Agency: Daly City Redevelopment

Agency

Time Frame: 1993-94

FundingSource: Redevelopment/Tax

Increment/Developer

Activity: Any development activity in the Redevelopment Area which constructs and/or rehabilitates dwelling units is required to make 15% of the total number of dwelling units affordable to persons and households of low or moderate income, except in the case where 15% of the total number of dwelling units constructed and/or rehabilitated is equal to or less than four units. In addition, 40% of the 15% (or 6% of the total number of dwelling units) must be available to persons and households of very low income.

Program 4. Redevelopment Housing Strategy

Objective: Affordable Housing

Responsible Agency: Daly City Redevelopment

Agency

Time Frame: 1993-94

Funding Source: Redevelopment/Tax

Increment/Developer

Activity: The Redevelopment Agency will adopt a Redevelopment Housing Strategy/Policy. This document will establish a strategy to meet affordable housing needs by tenure and will identify three potential sites within the Redevelopment Area for such housing. Financing mechanism will be identified.

Program 5. Multi-Family Rental Housing Acquisition

Objective: Affordable Housing

Responsible Agency: Community Development

Block Grant Program Time Frame: 1993-94

Funding Source: HOME Funds

Activity: The City has allocated \$170,000 of the FY92-93 CDBG entitlement funds for the purpose of identifying a suitable existing multi-family rental complex to purchase and rehabilitate, to upgrade, preserve and enhance affordable housing.

Program 6. Homeowner Assistance to Legalize Second Units

Objective: Affordable Housing

Responsible Agency: Economic & Community

Development Department Time Frame: Ongoing

Funding Source: CDBG and HOME Funds

Activity: Through the use of Community Development Block Grant funds and HOME funds, if allowable, the City will provide assistance to owners seeking to legalize existing, illegal second units. Occupancy of units legalized through this program will be restricted to small low-income households. The goal of this program is to offer loans that will be deferred or forgiven annually over 15-20 years to owners to eliminate code violations to illegal second units. It is anticipated that 20 units per year will qualify for this program.

Program 7. Establish an Inclusionary Policy in the Redevelopment Area

Objective: Affordable Housing

Responsible Agency: Economic & Community

Development Department Time Frame: Ongoing

Funding Source: Redevelopment Area, Redevelopment Housing Fund, Developer Concessions, CDBG Funds, HOME Program, Mortgage Credit Certificates, and possibly CHFA first-time homebuyer mortgages.

Activity: Develop new affordable ownership units by requiring that 15% of all residential units built through agreements between developers and the Daly City Redevelopment Agency be affordable. The purpose of this program is to integrate affordable ownership units throughout the housing stock. This program will benefit first-time, low-income buyers.

Program 8. New Affordable Home Ownership Units

Objective: Affordable Housing

Responsible Agency: Community Development

Block Grant

Time Frame: 1994-95

Funding Source: CDBG and HOME Funds

Activity: The City will seek qualified non-profit housing developers to construct a mixed-use development containing affordable ownership units. This program will benefit first-time, low-income buyers and will integrate affordable ownership units throughout the housing stock.

Program 9. Rehabilitate Housing Stock

Objective: Housing Quality

Responsible Agency: Economic & Community

Development Department Time Frame: Ongoing

Funding Source: CDBG and HOME Funds

Activity: The City will continue to fund the existing owner-rehabilitation program, renter-rehabilitation program, and senior minor home repair program.

Program 10. Rental Assistance

Objective: Affordable Housing

Responsible Agency: Community Development

Block Grant Program
Time Frame: Ongoing

Funding Source: CDBG and HOME Funds

Activity: Provide rental assistance to very low-income renters by maintaining approximately 330 existing Secion 8 vouchers and certificates, unless the federal funding increases. Daly City contracts with the San Mateo Housing Authority to administer this program.

Program 11. Construct New Rental Units

Objective: Affordable Housing

Responsible Agency: Community Development

Block Grant Program Time Frame: 1993-95

Funding Source: Redevelopment Housing Funds, CDBG Funds, HOME Funds, tax credits, available State program such as Rental Housing Construction Program, and lender affordable housing programs such as via SAMCO.

Activity: The City will retain a qualified non-profit housing developer to construct a 20-unit affordable rental project in 1996. The activity in this planning period will enable securing project funding, the preparation of plans and securing all approvals.

Program 12. Residential Accessability Modification Program

Objective: Affordable Housing

Responsible Agencies: Economic & Community Development Department and Center for

Independence of the Disabled (CID)

Time Frame: Ongoing

Funding Source: CDBG and HOME Funds

Activity: Assist a total of 115 households with disabilities by modifying their homes for accessibility. Continue financial support for the Housing Accessibility Modification Program administered by contract by the Center for Independence of the Disabled (CID).

Program 13. Secondary Units

Objectives: New Housing Construction; Neigh-

borhood Compatibility

Responsible Agency: Department of Economic

and Community Development

Time Frame: 1992-93

Funding Source: General Fund

Activity: A periodic review of the requirements and procedures in the Secondary Unit Ordinance is being conducted in order to assure the effectiveness of the concept in producing new housing units and neighborhood compatibility. Areas of particular concern include: parking requirements for new units; unit size limitations; non-second unit improvements; restrictive housing code requirements; and procedural streamlining.

Program 14. Establish Allowable and Reasonable Densities

Objectives: New Housing Construction

Responsible Agency: Economic & Community

Development Department Time Frame: 1993-94 Funding Source: General Fund

Activity: The City recently revised the Zoning Ordinance and General Plan to increse the maximum residential density from 50 units to 65 units per acre in certain commercial zones located on marjor arterials. This amendment will facilitate mixed-use development projects. During this planning period, staff will continue this study in residential districts.

Program 15. Facilitate Mixed-use Development

Objective: New Development; Neighborhood

Compatibility

Responsible Agency: Economic & Community

Development Department Time Frame: 1993-94

Funding Source: General Fund

Activity: Mixed-use development is allowed, at the present time, with issuance of a use permit by the City Council. The City will consider a zoning district or overlay zone that would facilitate mixed-use (apartments over suitable commercial) projects in suitable areas. The ordinance will specify reasonable performance standards for this type of development and should be coordinated with Redevelopment Agency activities.

Program 16. Monitor Housing Conditions

Objective: Housing Quality

Responsible Agency: Economic & Community

Development Department; Building Division

Time Frame: 1993-94

Funding Source: General Fund

Activity: The Housing Conditions Survey conducted in 1986 will be periodically updated and improved upon. Of particular concern is establishing the best possible process and guidelines for evaluating building conditions on a Citywide basis. This information will be incorporated into the City's Geo-base information system along with building and planning data.

Program 17. Neighborhood Rehabilitation

Objective: Neighborhood Quality

Responsible Agency: City Manager, Department of Public Works; Economic & Community Devel-

opment Department Time Frame: Continuous

Funding Source: General Fund, etc.

Activity: The City, primarily through the Capital Improvements Program, has established a program for coordinating efforts to improve conditions by upgrading streets, gutters, sidewalks, street trees, signage, etc. The program considers existing neighborhood needs and desires and be capable of being completed in 3-5 years.

Program 18. Shared Housing Opportunity Program

Objective: Affordable Housing

Responsible Agency: Economic & Community Development Department and Center for

Independence of the Disabled (CID)

Time Frame: Ongoing Funding Source: CDBG

Activity: Continue financial support of the Shared Homes Program administered by the Human Investment Project. Place a total of 200 families in shared housing situations.

Program 19. Voluntary Code Corrections— Single Family Residences

Objective: Housing Quality

Responsible Agency: Building Division; Plan-

ning Division

Time frame: 1992-94

Funding Source: General Fund; Fees

Activity: A recent study of illegal construction resulted in the institution of Project HOME-SAFE. This program establishes an 18-month amnesty period during which homeowners may pay a nominal fee (\$100) to have an inspection of their home. Basic Housing Codes are being used instead of the more stringent Building Codes.

During the planning period the Economic and Community Development Department will work with the Board of Realtors to market the program. The City will prepare a series of public information brochures and advertise the program in several direct mailing efforts. A geo-based tracking system is being prepared to determine the severity of the code deficiencies and the effectiveness of the program.

Program 20. Residential Aircraft Noise Attenuation

Objective: Housing Quality

Responsible Agency: Economic & Community

Development Department Time frame: Ongoing

Funding Source: Economic & Community De-

velopment Department

Activity: The City is participating in a program sponsored by the Federal Aviation Administration (FAA) and the City of San Francisco Airport Commission to provide noise insulation for homes located in the flight path of San Francisco International Airport. The program will provide insulation for 230 homes by 1995. The life of the program in Daly City will be approximately 25 years and will eventually provide noise insulation for more than 3,000 homes in Daly City.

Program 21. Streamline Permit Processing

Objective: Affordable Housing

Responsible Agency: Economic & Community Development Department; Building Division; Fire Department; Public Works Department

Time Frame: 1990-91

Funding Source: General Fund; Fees

Activity: To expedite housing construction, the City will continue to improve its computer-based monitoring system for the entire development/construction process (zoning/subdivision review, final map processing, building plan check, inspection processes). This system will be used as a basis for identifying delays, provide management information for reducing backlogs and verify staffing needs in the process thereby reducing the time and improving the efficiency of project review.

Program 22. Review Code Requirements

Objective: Affordable Housing

Responsible Agency: Various City Depart-

ments and Divisions Time Frame: 1992-93

Funding Source: General Fund

Activity: Development/construction related codes, e.g., Building Code, Fire Code, etc., will be evaluated for requirements that may unnecessarily increase the cost of construction and/or rehabilitation. Especially of concern are local amendments to and interpretations of state or national codes. All local amendments should be evaluated and justified prior to re-adoption. Local amendments should not impair the use of cost reducing systems or materials that are approved by the state. All interpretations will be examined for reasonableness and uniformity.

Program 23. Improved Housing Design

Objective: Neighborhood Compatibility

Responsible Agency: Economic & Community

Development Department Time Frame: 1992-93

Funding Source: General Fund

Activity: A Residential Guideline Manual will be prepared by staff, reviewed by the Planning Commission and approved by the Council. The guidelines should insure that new construction, additions and other home improvements are supportive, as opposed to competitive, with the visual character of the area. The guidelines will be sensitive to the needs of low-income housing in maintaining low-cost construction. The increased cost due to design requirements will not preclude the construction of affordable housing.

Program 24. Fire Sprinkler Retrofit Program

Objective: Housing Quality

Responsible Agency: Fire Department

Time Frame: 1993-94

Funding Source: Undetermined

Activity: A pilot program to demonstrate the potential effectiveness of retrofitting single-family homes with automatic fire sprinkler systems was implemented. A variety of houses were included in the study and a report detailing the problems, limitations, benefits and associated costs was prepared. As a result, the City has recently adopted a fire sprinkler program which will increase public safety and reduce insurance costs in Daly City. This program will now implement a public education program to inform residents and property owners of the benefits of installing a fire sprinkler system.

Program 25. Preservation of At-Risk Subsidized Affordable Housing.

Objective: Affordable Housing

Responsible Agency: Economic & Community

Development Department Time Frame: 1990-93

Funding Source: General Fund (for staffing),

CDBG, State Funds (from Propositions 77 and 84), private financing

Activity: The City will work with qualified non-profit housing development and management corporations to assist non-profit acqusition of the two affordable rental developments holding subsidized mortgages with rent-level restrictions expiring in the next ten years. Those corporations include, but are not limited to: Midpeninsula Fair Housing Coalition, BRIDGE, Ecumenical Housing, and Eden Housing, Inc. The City will consider issuing tax-exempt bonds, allocating CDBG funds, and supporting applications for or applying directly for state funds.

Program 26. Monitor Units-at-Risk

Objective: Affordable Housing

Responsible Agency: Economic & Community

Development Department Time Frame: Continuous

Funding Source: General Fund/CDBG Funds

Activity: The City will keep in regular contact with the owners of the Villa Fontana and Amberwood Apartments to determine the status of these projects with respect to prepayment options. The City will indicate to the owners the City's continued interest in working with the owners and non-profit organizations to preserve the at-risk units as affordable to low-income households.

Program 27. Maintain a List of Resources Available to Preserve At-Risk Projects

Objective: Affordable Housing

Responsible Agency: Department of Economic and Community Development

Time Frame: Continuous

Funding Source: General Fund/CDBG Funds

Activity: Maintain a current and thorough list of potential non-profit organizations who could and would purchase and/or manage the at-risk low-income housing units, and financial resources available to assist in the purchase of the at-risk units.

Program 28. Preservation of Privately-owned, Unsubsidized Affordable Rental Housing

Objective: Affordable Housing

Responsible Agency: Economic & Community

Development Department Time Frame: Continuous

Funding Sources: General Fund (for staffing), CDBG, HUD Rental Rehabilitation funds, private financing

Activity: The City will work with qualified non-profit housing development and management

corporations to assist them to acquire and rehabilitate existing apartment buildings currently providing affordable housing to Daly City residents. Given the increasing housing costs and escalating rents in the Bay Area, the acquisition of such buildings by non-profit corporations will ensure permanent affordability for these units.

Program 31. Maintain and Enforce the Provision of the Condominium Conversion Ordinance

Objective: Affordable Housing

Responsible Agency: Economic & Community

Development Department Time Frame: Continuous Funding Source: General Fund

Activity: The City will continue to maintain and enforce Section 17.37 of the Municipal Code, Condominiums and Condominium Conversions. This section limits the ability of property owners to convert existing rental housing stock to condominium "for sale" units. The ordinance also provides protection for existing tenants, especially those with special needs. There have been no condominium conversions since the adoption of this ordinance in 1980.

Program 32. Provide for the Establishment of Homeless Shelters

Objective: Ensure Housing Opportunities for All

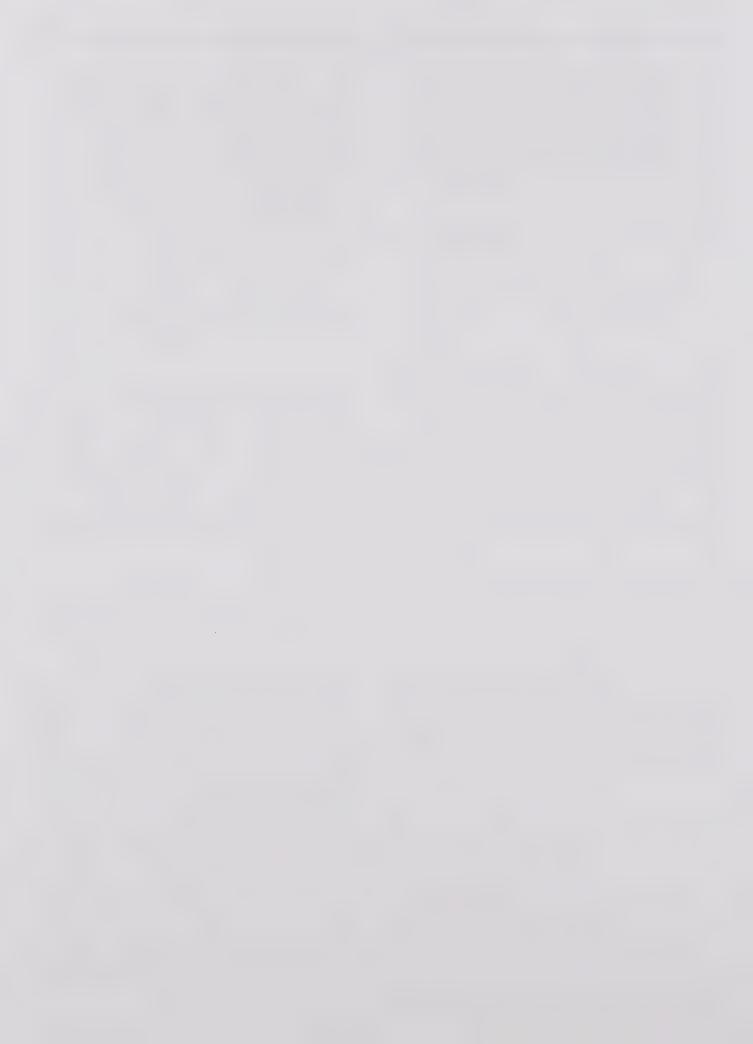
People

Responsible Agency: Economic & Community

Development Department Time Frame: 1994-95

Funding Source: General Fund

Activity: An amendment to the Daly City Zoning Ordinance will be prepared clarifying that Homeless Shelters are allowed in the C-1 and R-3 Zoning Districts upon the granting of a use permit. As part of this project, staff will recommend reasonable standards by which shelters can be evaluated.



Face No. 11/13/86

VACANT LAND SURVEY CITY OF DALY CITY WORKER NOVEMBER 14,1986

Farcel humber	Address	Conted	General Plan Designation	Size Development USo. Ft./ Potential	Comments
				6.90	
002 011 060	2152 Seviane Orave	CIRO	open space	127500.01 buildable, coastal bluff	visitor serving commercial, geology report required
002 011 110	Olympic Ray	CIRP	SOEN EDACE	74120.01 buildable, coastal bigff	south of stables
002 011 120	2152 Seviane Drive	C189	open space	56250.01 buildable, coastal bluff	visitor serving commercial, geology report require
002 011 130	2152 Skyline Orive	CIRP	open space	26160.01 buildable, coastal bieff	visitor serving commercial, geology report require
002 280 000	Bening 1999 thru 1905 Junipero Serra	10	special area	63050.01 no frontage, regevelocmen	
007 281 010	1999 Junipero Serra Blvd	PD16	special area	4700.01 buildable, redevelopment	•
002 290 000	bening 1901 thru 1851 Junipere Serra	10	Special area	35100.01 no frontage, recevelopmen	af .
002 291 070	bet 1861 and 1859 Aminero Serra Blvd	CI	special area	2175.00 redevelopment	substandard parcel
002 291 110	mehind 1899 to 1857 Achievro Serra Blvd	C:	Special area	17875.00 no frontage	abuta SPRR
002 251 141	1883 Junipero Serra Blvd	C1	special area	4400.00 buildable_redevelopment	eners Arm
002 340 000	Behind 2147 thru 2155 Junipere Serra	PD24	social area	100000.01 no frontage, resevoluções	nt
	2101 Journal o Sarra Sivo	1024	D-177.100-0-1	2020-00 buildebit-requirement	
002 350 000	behind 2141 thru 2101 Junipero Serra	F024	special area	40000.01 no frontage, recevelopmen	nt .
002 351 040	2135 Junipero Serra Ave	P024	special area	5000.00 redevelopment	parking
002 251 090	2101 Junipera Serra Bivd	PD24	special area	3500.00 buridable, redevelopment	
002 351 110	2105 Junipero Serra Elad	P024	special area	6000.00 buildable, redevelopment	
002 360 000	between 2009 thru 200; Junipero Serra	ID	special area	39000.01 no frontage, recevelopmen	it.
002 35! 010	2065 Junipero Serra Blvd	PD16	special area	17100.01 buildzbie, redevelogment	
001 361 020	2075 Junipero Serra Blvd.	PD16	special area	12495.01 buildable, redevelopment	
002 361 040	2045 Junioure Serra Blvd	P016	special area	14000.00 buildable, redevelopment	
002 361 060	595 Parkylew Ave N	PD16	special area	16000.01 buildable, redevelopment	
002 362 002	600 Miantic Ave	B16	to 18 eu's/acre	9250.01	Marchiank Park parking
002 362 100	pet 399 and 369 Westlake Ave	RIA	to 18 de's/acre	2500.00 buildable	
002 397 350	380 Westlace Ave	RIA	te 18 du's/acre	2500.00 buildable	
003 014 020	mext to 99 Santa Garbara Ave	R2	to 18 du's/acre	3200.00 buildable, steep, rocky	
003 014 110	next to 123 Santa Barbara Ave	R3	to 18 du's/acre	5289.00 buildable, steep	UP81-13, SUB 81-12 expired
003 014 120	mext to 101 Santa Barbara Ave	R2	to 18 du's/acre	2150.00 steep	substandard parcel, adjacent to larger vacant lot
903-622-010	131 Santa Gardara Ave	R\$	(0 10 00 B/BC/E	S200.00 SOTEOROTE, STORY, TOLLY	UPBI-13. Subbi-12 expired
993 922 920	ment to 131 Santa bardara Ave	13	to 10 de secre	SSES. 60 SURFIGURE STREET, TOCKY	WESTER SHE STATE CARRIES
003 024 010	151 Benier St	R3	to 18 du's/acre	10300.01 buildable, slooe	
003 941 130	next to 3336 San Jose Ave	CI	ever 18 du's/acre	1925.00	parking, substandard parcel
003 041 140	mext to 3336 San Jose Ave	CI	ever 18 ou's/acre	1925.00	parking, supstandard parcel
903 941 330	20 Bester	- 1	2017-101-01-01	2500.00 reserve topment	partition
200 - SOO -	10 Septer		2000101-0140		SALETMO
003 042 010	next to 3356 See Jose Avenue	51	special area	4000.01 redevelopment	parting
cua (42 610	5264 Mission St	51	specia: area	4000.01 redevelopment	parking
093 042 090	21 Mission Circle	CI	special area	4940.01 redevelopment	parking
003 042 150	10 Bepter	CI	special Area	5350.01 redevelopment	parking
903 042 160	mext to 10 Septer	C1	special area	2675.01 receve tooment	parking
03 072 080	next to 57 Hillcrest	E1	special area	2500.00 redevelopment	parking
003 072 090	49 Hillicrest	21	special area .	5000.00 receverooment	parking
003 072 100	next to 47 Hillcrest	51	Special area	2500.00 receverorment	parking
003 072 116	35 Hillicrest	C1	special area	2500.00 recevelopment	parting
003 672 120	31 Hilliprest	CI	special area	2500.00 redevelopment	parking
06-072-205	22 cos 0+140s Ave	22	- eve- 18 4u's/acre	2500,00 buildable, reseverement	near two of the hirls
203 08u 290	128 Wir ram Ave	AIR	to 18 du's/acre	2500.00 buridable	
203 103 110	141 Miciam St	314	to 15 du's/acre	3550.01 buildable	

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VACANT LAND SURVEY CITY OF DALY CITY BODGETED hovember 14,1866

				hovember 14,1566	
Farcel Number	Address	Zoning	General Plan	Size Development	Comments
			Designation	(Sq. Ft.) Potential	
003 100 320	444 Santa Berbara Ave	RIA	to 16 ou stacre	3625.00 buildable	
	next to 499 Mission St	C1	Special area	3930.01 redevelopment	car to:
003 121 030	next to 499 Mission St	CI	SDECIAL AFRA	12960.01 redevelopment	car lot
63 121 290	pet. 6636 and 6642 Mission St	CI	special area	2625.00 buildable, slope	small abandoned structure is on site
	next to 168 bestiace Ave	RIA	to 18 ou's/acre	2500.00 buildable	
03 172 070	6860 Mission St	CI	special area	20000.01 redevelopment	car lot
	6818 Mission St	CI	special area	3680.90 redevelopment	car let
03 172 250	6888 Mission St	CI	special area	8000.01 receve locatent	car lot
03 180 280	6726 Mission St	C1	special area	4800.01 buildable, redevelopment	
	6726 Mission St	CI	special area	2300.01 redevelopment	substandard parce!
03 180 300	bet. 6732 and 6726 Mission St	CI	special area	24500.01 redevelopment	car let
03 180 420	6784 Mission St	CI	special area	2070.01 redevelopment	car lot, substandard parcel
	6796 Nission St	Cl	special area	3400.00 recevelopment	car lot
	behind 6796 Mission St	CI	special area	450.00 no frontage	substandard parcel
	20 Destiake Ave	Ci	special area	1650.00 redevelopment	synctandard parcel
03 180 590	6774 Mission St	Ci	special area	4050.01 redevelopment	car lot
	6774 Mission St	CI	special area	4110.01 redevelopment	car lot
	6770 Mission St	CI	special area	12160.01 redevelopment	car lot
	6841 Wiggion St	CI	special area	2760,00 redevelopment	sarking for restaurant
	6831 Mission St	CI	special area	5080.01 receve togment	perting for restaurant
	Bet. 10 and 22 Eastlake Ave	CI	special area	2100.00 redevelopment	perking, substandard parcel
	Bet. 40 and 32 Eastlate Ave	R2	to 18 ou's/acre	2100.00	substandard parcel
	bet 11 and 17 Eastlake Ave	CI	special area	12500.00 redevelopment	sections are surcei
	6755 Hissian St	CI	special area	5025.00 receve tograms	car lot
	next to 6747 Hissian St	CI	special area	1550.90 redevelopment	parting, substandard parcel
	6747 Bission St	CI	special area	3750.00 redevelopment	perting secutament percet
	Mission St at Beta	CI	special area	3250.01 redevelopment	car lot
	MEXT TO 53 COMO NAS		Special area	2500 TO TO TO THE TOTAL TO THE	Car 101
	INST 22 CONTRACT	-ci	SOUCHST BY GO	2500.00 recovered	perking
	corner Neltside and Mission	CI	special area	356.01 steep, recky	substancard parcel
	6347 Wission	C1	SOCCIAL SCER	2250.00 no frontage	substancard parcel
	1390 Brunswett at Hillside Ave	C	special area	50007.01 steep, recty	200013700-1-7-0-1-7-
	benind Cheisea Ct	R3	special area	114998.00 steep, rocky	
	benind 145 East Vista Ave	R3	S00C131 3/88	9660.01 no frontage, steep	where paper street Lausanne ends
	penind 135 to 145 East Vist Ave	R3	SOCCIAL ACES	33180.01 no frontage, steep	where paper street Causanne ends
	bening 127 to 135 East Vista Ave	N3	special area	60865.00 no frontage, steep	where paper street Bellington and Peoris
	6585 Mission S:	CI	Special area	14375.01 buildable, regevelopment	ment banes attest activities or
	6565 Mission St	CI CI	SOCCIAL AFEA	15000.01 buildable, recevelopment	
	pet 110 and 116 School St	C1	to 18 du's/acre	2500.00 buildable	
	corner Citres Ace and Mission St	C1	special area	2850.01 redevelopment	car lot
	next to 6918 Mission Street	£;	Special area	2850.01 reseverement	car lot
	bet 6 and 16 East Moltre	RIA	to 18 ou's/acre	2500.00	parking for 15 East Moltke
	: Paul Street	R3	to 15 du szacre	4000.00 buildable, signe	behind how SF Notet and Traiter Park
	at end of Gambetta St and Edgewood Ct	R1	SDECIAL AFEA	21250.01 no frantage, steep	on paper steet, Lausanne
A47 B4		RI RI	special area	8500.01 no frontage, steep	ON DOOR STORY, LAUSSMAN
	see record 45		EDIT LET - OIL TO	0300.01 NO HISHILOUR, State	
003 351 026	see record 45 see record 45	R1	Special area	16625.01 no frontage, steep	

Face No. 11/13/86

VACANT LAND SURVEY CITY OF DALT CITY Wodated November 14,1986

Parcel Number I	Address	Zonina	General Plan	Size Development	
	,		Les ionation	(Sa. Ft.) Potential	Comments
			Des igns (ion	tog. Ft./ Futential	
003 404 010 (Orange at Ineirs	unzenec	epen space	17250.01 so trontage, steep	
903 404 030	Orange mear Atlanta and Thiers	RI	eneu enecs	12000.01 as frontage, steep	
003 404 940 1	between Grance and Atlanta near Thiers	fi1	SURF EDSCH	12000.01 no frontage, steep	Shorr street
	benind Sommie Street bet, 401 and 449	RI	coen scace	115200.01 no trontage, steep, recky	Page 10 vet
004 011 460 4	met. 139 and 137 Flourney St	R1	to 18 du's/acre	2500.00 buildable	
004 021 090 3	35 Wilson St	R2	ever 18 du's/acre	A000,00	sarking
04 031 140	bet 6084 and 6074 Mission	CI	special area	2047.00 redevelopment	used by adjacent business, substandard percei
04 031 170	16 Goethe St	CI	special area	4050.00 receve location	earking for adjacent gas station
04 041 020 s	next to 6232 Wissien St	CI	special area	2850.61 recevelopment	eart of farger earce)
	68 Flournay St	R3	over 18 do's/acre	3400.00 butidable	
	478 Irvington	R1	to 18 du's/acre	2500.00 buildable	seed on storage of attacent occurren
	240 Servington	31	(0 10 00 5/acre	3105.00 Berridsbre	
	250 bettingten Ave	RI		TANK BUILDINGS	
	260-Dellington Ave	41-	10-10-du/a/acra	3430.40	- most incined marced
	280 and 270 Bett violent dive	At	10-10-de s/scre		morrow a be ca.
04 073 050 B	bet 127 and 151 Wollington Ave	RI	to 18 ou's/acre	2835.00 steep	
04 101 020 3	344 Wellington Ave	RI	to 18 du's/acre	2500.00 steep, rocky	
04 101 030 3	372 Wellington Ave	Ri	to 18 du's/acre	10000.00 steep, racky	
04 101 040 4	402 Wellington Ave -	RI	to 18 du's/acre	4800.00-steep	
04 101 050 m	next to 402 Wellington Ave	RI	to 18 du's/acre	3800.00 steep, racky	
64 101 660 3	328 Wellinton Ave .	Ri	to 18 du's/acre	2250.00 steep, racky	senstandard parcel
04 103 010 m	next to 1183 Nanover at Wellington	RI	to 16 du's/acre	2700.00 buildable	
04 112 250 2	ttt freurs St	- CH	-to-10 da'srecro	ESOT OF SURFIGURE	
04 122 160 m	next to 827 Bellevue Ave	RL	to 18 de's/acre	2500.00 steep, recky	
04 142 090 m	next to 714 Evergreen Ave	RI	to 18 du's/acre	2500.00 steep	
Q4 142 170 m	near 714 Evergreen Ave next to record 71	RI	to 18 du's/acre	2500.00 stees	
	behind 6000 Bissian St on Liebig St	Cl	special area	1250.00	pubstandard percei
	bet 6012 and 6000 Mission St	CI	special area	3724.00 receive lockent	driveway for adjacent business
	next to 6067 Mission St	CI	special area	1950.00 redevelopment	substandard parcel
		CI	special area	1950.00 redevelopment	substandard parcel
	Det. 9041 and CO27 Wras ron 3t	C1	SDECTET STEE	155.00	persong for sufficient obstiness, soostenowe per
	mear 191 Peoria St	RI	to 18 du's/acre	2500.00 buildable	
	bet. 666 and 678 Bellevue Ave	RI	to 18 du's/acre	2500.00 burleable	
		RI	special area	145000.01 so frontage, steep	
	behind 773 to755 Templeton Ave	P013	special area	12000_01 buridable, stoce	
	725 ¹ smoleton Ave Scenic May near Atturas Nav	R1	to 16 du's/acre	2790.01 buildable, stope 14000.01 buildable, steep	
		R3	special area	13260.01 auridante	
					partially on paper street, Alturas Way
	across from 718 Tampieton	RS RI	special area to 18 du's/acre	22000.00 buildable, steep 28000.01 buildable, steep, no frontage	
	Scenic Bay mear Alturas Way mext to record 64 on Alturas Way	HI HIZONOC	to 18 du s/acre	15952.01 no frontage, steep, no frontage	
			to 18 du's/acre	8000.01 mo frontage, steed	
		unzoned	to 18 du s/acre	7600.01 no trontage, steep	
			to 18 ou syscre	2760.00 buildable	
		RI RI	to in ou stacre	3000.00 Buildable, Steen	
	next to 364 Franctor: St	nı .	10 16 00 S/ACTE	3000.00 Steen, rocky	

VACANT LAND SURVEY CITY OF DALY CITY Nocated November 14,1986

Farcet humoer	Address	Zoning	General Plan Designation	Size Development (Sq. Ft.) Potential	Comments
004 302 120	380 Ecourar St	R1	to 18 ou s/acre	3000.00 no frontage, steep, rocky	
004 302 130	mext to 380 Eupemar St	R1	to 18 du's/acre	4000.01 no frontage, steep, rocky	peper street
004 302 150	mext to 380 Eggemmr St	RI	to 18 du's/acre	5500.00 an frantage, steep, rocky	paper street
004 302 160	next 380 Eugenur St	Rt	to 18 du's/acre	6000.00 an frontage, steen, rocky	paper street
004 312 050	300 Espenar St	RI	to 18 du's/acre	3000.00 ao frontage, steep, rocky	paper street
004 312 060	mest to Edgemen St	RI	to 18 du's/acre	3000.80 as frontage, steep, rocky	paper street
004 312 070	mext to 300 Edgamer St	RI	to 18 du's/acre	6000.00 no frontage, steep, recky	paper street
004 312 080	bet. 300 and 334 Edgemar St	R1	to 18 eu's/acre	3000.00 no frontage, steep, recky	paper street
004 312 090	met. 300 and 334 Edgemer St	RI	to 18 du's/acre	3000.00 ms frontage, steep, racky	paper street
004 312 100	334 Edgemar St	R 1	to 18 du's/acre	6000.00 mo frontage, steep, recky	paper street
004 314 660	290 and 298 Edgemer St	RI	to 18 du's/acre	6840.00 mo frontage, stopp	paper street
- 000 EST - 000	-neut to \$16 freshlert 6t	- Ai	10-10-00-010-01	SOUL OF STEED, TOCKY	
	bet. 245 and 225 frankfort St	RI	to 10 de's/ocre	2750.00 oteos, rosky	
- 100 - 100	bet. 240 and 220 fraukturt St	- 81	to 10 de source	0000.00 stees; rocky	
004 333 140	nest to 222 Frenklert St	-01	to 18 de ercore	2750.00 stoop, rocky	
-001-053-120-	223 Franktort St	-81		3000,00 atoos, rocky	
-004 322 130	246 Fromtont St		to 10 de si scre	SHOOL STORPY, TOCKY	
-004 522 140	207 Frank fort St		to 10 de siecie	2750:00 steep, rocky	
904 322 170	210 Edgemar St	RI	to 18 de's/acre	6000.00 mo frontage, steep	paper street
004 322 180	mext to 210 Edgemar St	Ri	to 15 du's/acre	6000.00 me frontage, steep	paper street
004 322 190	near 210 Edgemer St	RI	to 18 de's/acre	8000.00 no frontage, steep	paper street
004 322 210	bet. 210 and 258 Edgemar St	Ri	to 18 du's/acre	3000.00 no frontage, steep	paper street
004 322 220	bet. 210 and 258 Engineer St	Ri	to 18 du's/acre	3000.00 mo frontage, stoep	paper street
004 322 350	262 Edgamer St	RI	to 18 de's/acre	6000,00 mo frontage, steep	paper street
004 322 400	200 Edgemar St	RI	to 18 de's/acre	4800.00 mo frontage, steep	paper street
004 322 410	ment to 258 Edgemen St	Rt	to 18 du's/acre	6000.00 me frontage, steep	paper street
804 322 420	near 258 Edgemar St	Rt	to 18 du's/acre	6000.00 mo frontage, steep	paper street
004 330 010	where Engamer and Acton Street meet	10	special area	77125.01 buildable. slope, no frontag	paper street
004 330 620	onere Oliver and Edgemer Streets meet	10	special area	43560.00 buildable, slope, no frontage	paper street
904 330 040	Edgemar Bet Oliver and Whittier	10	special area	\$34750.01 mg frontage, steep	paper street
004 381 160	227 Betlevue Ave	R1	to 18 du's/acre	2500.00 beildable	
-004-381-510	227 Getterus Ave	-81	to 16 ou staces	2500.00 buildable	
404-301-520-	221 Del tevas Ave	-A1	to 10 do arecre	2500.00 beritdsbire	
404-001-330	237 Setteror Ave	RI	to 16 do's/scre	2500.00 buridable	
004 382 200	bet. 131 and 139 Frankfort At	RI	to 18 du's/acre	3000.00 buildable	
904 391 140	next to 172 Bellevue Ave	RI	to 18 du's/acre	2756.00 buildable	
304 391 280	serind 144 Bellique Ave	R1	to 18 du's/acre	3302.00 mo frontage	
004 392 610	195 belivue Ave	RI	to 18 du's/acre	3420.00 buildable	
004 392 330	400 Lowett St	Ri	to 18 du's/acre	2500.00 beridable	
004 392 340	next to 400 Lamel! St	RI	to 18 du's/acre	2500.00 burldable	•
004 411 910	95 Ecomus St	RI	to 18 du's/acre	4320.00 no frontage, steep, rocky	naper street
004 411 020	20 Edoeman St	81	to 18 du's/acre	2750.00 no frontage, steep, rocky	paper street
004 411 030	86 Eppemar St	RI	to 18 du's/acre	3000,00 no frontage, steep, rocky	paper street
	82 Edoeman St	RI	to 18 du's/acre	3000.00 no frontage, steep, rocky	paper street
	75 Edgemar St	RI	to 18 du's/acre	3000.00 no frontage, steep, rocky	paper street
	7± Eggenar St	Ri	to 18 du's/acre	3000.00 no frontage, steep, rocky	paper street
	76 Appenar St	RI	to 18du's/acre	3000.00 no frontage, steep, rocky	paper street

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VACANT LAND SURVEY CITY OF DALY CITY Wodated November 14,1966

Farcel Number Adoress	čoning	General Plan Designation	Size Development (Sq. Ft.) Potential	Comments
004 411 160 30 Edgemen st	Яī	to 18 du's/acre	8000.00 stees	
004 411 320 62 Edgemar 5:	RI	to 18 ou's/acre	3000:00 no frontage, Steep	
004 413 160 53 Mar Vista Gr	Ri	to 18 du's/acre	2250.00	substandard parcel
004 413 170 49 Mar Vista Or	RI	to 18 du's/acre	2250_00	substandard parcel
005 031 070 Carter St near Revnotes St	R3	general commercial	\$000,00 buridable, slope	at end of Carter St. Reynolds is paper street
005 031 080 Carter St near Reynolds St	R2	peneral commercial	8800_01 buildable, no frontage, slope	neper street
005 031 090 corner Carter St and Reynolds St	R3	general commercial	13200.01 buildable, no frontage, slope	paper street
005 031 100 corner Brown St and Revnolds St	R3	general commercial	A400.01 beildable, no frontage, stope	paper street
005 031 110 mext to record 145 en Brown St	R3	peneral commercial	#400_01 buildable, no frontage, slope	paper street
005 031 120 next to record 146 en Brown St	R3	general commercial	#400.01 buridable, on frontage, slope	paper street
005 831 130 Mext to record 147 on Brown St	R3	general commercial	4400.01 buildable, an frontage, slope	paper street
805 031 140 mext to record 148 on Brown St	R3	general commercial	4400.01 buildable, no frontage, slope	paper street
905 831 150 end on Brown St next to record 149	R3	general commercial	6400.01 buildable, no frentage, slope	paper street
005 031 220 corner Revnolds St and Idazene St 005 041 010 Brown St	R3 R3	open speci	15600.01 buildable, no frantage, sloce	paper street
	R3	general commercial	4400.00 buildable, no frontage, slope	paper street
005 041 020	R3	general commercial	4400.00 buildable, no frontage, slope	paper street
005 041 040 Brown St next to record 154	RG RG	general commercial	4409.00 buildable, no frontage, stope	paper street
005 041 050 Brown St next to record 155	R3	general commercial general commercial	4400.00 buildable, no frontage, slope 8800.00 buildable, no frontage, slope	paper street
005 041 060 Brown St corner Revolutes St	R3	general commercial	4400.00 buildable, no frontage, slope	saper street
905 941 990 Carter St sear Revioles St	ns fl3	general commercial	4400.00 buildable, no frontage, slope	paper street
005 041 100 Carter St man nevertes St	83	general commercial	4400,00 buildable, no frontage, stoped	paper street
005 641 110 Carter St mext to record 160	R3	general commercial	A400.00 buildable, no frontage, stope	Saper street
905 041 120 Carter St mear Wartin St	R3	general commercial	4400,00 buildable, no frontage, stope	gaper street
005 041 130 corner Carter St and Martin St	#3	peneral commercial	47000,60 buildable, ao frontage, steep	paper street
005 041 140 Martin St mar Carter St	R3	Sential Commictal	128800.00 buildable, no frontage, steep	paper street
005 041 150 Martin St next to record 159	R3	DOM: SDACE	27400.00 buildable, an trontage, steep	BROOF STREET
005 041 160 Martin St	#3 #3	open space	11200.00 buildable, no trontage, steep	saper street
005 041 170 Martin St	83	ODEN SDACE	11200.00 buildable, as frontage, steep	Baper Street
005 941 180 Revnoids St near idatene St	R3	open space	44800.00 buildable, an frontage, steep	paper street
005 641 190 Revnoids St at Idatene St	83	open space	44800.00 buildable, no frontage, steep	paper street
005 041 200 Revnolds St near Idatene St	R3	eeen space	15120.00 buildable, no trontage, steep	paper street
005 941 210 Reynolds St at Brown St	R3	open space	4400.00 buildable, no frontage, steep	paper street
005 041 220 from St near fevnotes St	83	open space	4400.00 butidable, so frontage, steep	paper street
005 041 230 Brown St near fermotos St	R3	open space	4400.00 buildable, no frontage, steep	naper street
005 041 240 Brown St near Reynolds St	R3	BOOK SDACE	\$800,00 buildable, no frontage, steep	paper street
005 041 260 Carter St near Revnolds St	83	Deverat commercial	2750.00 buildable, no frontage, stope	namer street
005 042 010 Martin St near Carter St	R1	open space	159865.01 buildable, no frontage, steep	paper street
005 042 020 Martin St near Carter St	R3	general commercial	93500.01 buildable, no frontage, steep	paper street
005 043 010 morner Carter St and Martin St	R2	general commercial	\$4200.01 buildable, no frontage, stope	paper street
005 050 060 Martin St near Carter St	Rú	special area	279873.01 buildable, no frontage, stone	saper street, behand Com Palace
005 050 070 Martin St near Carter St	83	special area	85701.01 buildable, no frontage, stope	paper street, behind Com Palace
905 050 080 penind Carter St and Ric Verge St	R3	Special area	84942.01 buildable, no frontage, steep	benind Cow Palace
005 050 090 Dening Carounez St near Accacia St	RI	special area	316245.01 steep, no frontage	paper street
005 050 140 Martin St near Rio verde S:	RI	Special area	148234.01	Savsnore Heights Park
005 GSC 150 Martin St next to part	RE	special area	60853.01	#SERIEN!
905 950 166 Martin St	R3	special area	63597.01	irredular parcel between easements
005 C50 180 Dening Martin S:	RS	special area	490746.01 buildable, no frontage, sterp	paper street, benind Cow Patace

Fade No.

VACANT LAND SURVEY CITY OF DALY CITY NOTITED NOVEMBER 14,1986

Parcel Numbe	r Address	Zening	General Plan Designation	Size Development (Sq. Ft.) Potential	Comments
905 950 190	bet. Allo Verge St and Carter St	R3	special area	\$63794.01 buildable, no frontage, steep	unimpreved Street, above Com Palac
005 050 200	above record 167 near Carebinez St	R3	secial area	\$2633.01 buildable, no frontage, steep	
005 050 240	bet. Carter St and Martin St to east	R3	special area	528618.01 butidable, stope	abuts Or ive-in
005 065 010	Accacia mear SF	R1	to 18 du'e/acre	70025.01	greennouses
005 065 120	mext to 2701 Geneva aAve	RI	retail and effice	2139.60	Substandard parcel
905 065 130	2751 Geneva Ave	Ri	retail and office	6789.00 buildable	
605 665 160	Rio Verde St near SF	RI	to 18 du's/acre	7500.00	greenhouses
005 065 190	mext to 39 Rio Verde St	Rt	to 18 du's/acre	4600.00 huildable	
-205-065-200	-31 Rio Verse St	-84	to 18 du s/core	3500.00	
COS - COS - E10 -	- Ave-Verde neer Sf	-81	to 16 du'evers	163600.AL	
005 066 010	bet. Accacia and Oriente mear SF	RI	to 18 de s/acre	25000_01	perking
	next to 55 or rente St	Al-	to 18 se'e/ecre	5000.01	parking
		-81		10000,01	- porking
005 101 010	Cargoinez St and Rio Verde St	Ri	to 18 du's/acre	\$3500.00 buildable, as frontage, very stee	
005 102 010	Carquinez St corner Accacia At	RI	te 16 du's/acre	7500.00 buildable, no frontage, very stee	
005 102 020	Carouinez At corner Rio Verde St	RI	to 18 do s/acre	9000.00 buildable, no frontage, very stee	****
005 103 010	Carouinez At corner Accacia At	Ri	to 18 du's/acre	12400.00 buildable, no frontage, very stor	
005 104 010	Carquinez At corner Schwerin St	RI	to 16 du's/acre	\$500.00 buildable, no frontage, very stee	******
005 105 010	452 to 498 Ria Verde St	RI	te 18 du's/acre	30000.00 buildable, no frontage, very stee	paper street
005 105 050	bet 444 and 420 Rio Verde St	Ri	to 18 du's/acre	5000.00 buildable, slope	
005 106 010	below Carquinez St bet Access and Rio V	r Ri	to 18 du's/acre	61750.01 buildable, no frontage, very stee	P-0-1
005 106 170	mext to 426 Accadia At	Rt	to 18 du's/acre	2500.00 buildable, no frontage, very stoo	9000.
905 106 180	mext to record 201 mear 426 Accacia St	Rt	to 18 du's/acre	2500.00 buildable, no frontage, very stee	saper street
005 107 010	corner Carquinez St and Accacia At	RI	to 18 du's/acre	5000.00 buildable, as frontage, Steep	paper street
005 107 020	Bet. Carquinez and Martin on Accacia St	RI	to 18 du's/acre	32500.00 buildable, no frentage, steep	saper street
005 107 030	near 411 Accacia St	RI	to 15 du's/acre	2500.00 buildable, no frontage, steep	paper street
005 107 040	near 411 Accadia St	RI	to 18 du's/acre	2500.00 buildable, ne frontage, stoep	paper street
005 107 060	mext to 411 Accacia St	R1	to 18 du's/acre	2500.00 buildable, so frontage, steep	paper street, will be built soon
005 108 370	next to 1050 Scriver in St	R1	to 18 du's/acre	2500.00 buildable, no frontage, steep	paper street
005 108 380	south of 1050 Schwerin to Carquinez St	Ri	to 18 du's/acre	17500.01 buildable. no frontage, steep	paper street
005 114 050	bet 381 and 373 Oriente St	RI	to 18 du's/acre	2500.00 buildable, slove	
-203-114-100	DET 330 Blid 300 Schmet III 31	RI	to 10 oc state	2500.00 sufficients, stope	
	Schwer vir St. spore Bertin St.	#1	to 16 de secre	2500.00 buildable, no frantage, steep	paper street
005 123 180	12! Accacia St	81	to 18 du's/acre	2500.00 buildable	
005 132 010	Schwerin St near Carquinez St	RI	to 18 du's/acre	1750.00 no frontage, stoop	SEDET STREET, SWEETENGARD BARCES
005 132 020	top of Scherwin St near Carquinez St	RI	to 18 ou's/acre	2500.00 buildable, ao frontage, steep	saper street -
005 132 030	top o: Schwerin St near Carquinez St	RI	to 18 du's/acre	2500.00 buildable, no frentage, steep	.paper street
005 132 160	too of Schwerin	R1	to 18 du's/acre	642006.01 buildable, steep, no frontage	paper Street
-405-102-200-	Scherm St. above Carevines St.	A1	to -18-du's/oore		10001-010001
005 01: 060	north end of Scyline Or	CIRP	open space	240000.01 buildable	swat east of Thorton Beach
006 021 220	next to 98 Lynvale Ct	05	to 16 du s/acre	3450.01 enstable coastal bluff	
006 021 230	84 Lynvaie C:	0 S	to 18 dd's/acre.	6000.01 unstable coastal bluff	
00ê 021 240	mext to 1 Skyling Gr	OS 20	Goen Soace	50000.01 unstable coastal bluff	
006 GZ1 250	E cynvate C:	05	to 18 du s/acre	4500.01 westable coastat bluff	
006 021 620	4 Lymvate Ct	05	to 16 du's/acre	3800.01 westable coastal bluff	
005 021 630	10 Skyting Or	05	to 18 du's/acre	8824.00 enstable coastal bigif	Substandard parcel
€0€ 191 13G	Eddeworth St bet Sith and Bith Streets	R3	retail and office	47480.01 buildable	

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VACANT LAND SURVEY CITY OF BALY CITY Updated November 14,1986

				November 14,1386	
Parcel Number	r Address	Zoning	General Plan	Size Development	Comments
			Designation	(Sq. ft.) Potential	
606 201 300	89th near Edomorth	C2SI	Special affa	7500.00 buildable	
906 201 310	E9th mear Engeworth	CZSI	special area	3505.01 buridable	
606 201 330	89th mear Edgeworth	C2S1	Special area	7500.00 buildable	
006 201 348	90th St mear Engworth St	CZSI	EDECIZE SCES	4750.01 buildable	
006 201 370	90th St mear Edgeworth St	CZSI	special area	4750.01 buridable	
006 201 380	90th mear Edgeworth	CZSI	SDECIAL BESS	5000.00 buridable	
006 204 150	87th St and Swillevan St	C2SI	special area	2500.00 buildable	
906 204 160	87th St mear Sufficen St	CISI	recall and office	2500.00 beildable	
906 206 980	mext to 30 90th St	CZSI	special area	2500.00 buildable, slope	
006 206 090	90th St near Suffiven Ave	CZSI	special area	2500.00 buildable, slope	
006 206 100	90th St mear Settivan St	CZSI	special area	2500.00 buildable, slope	
006 211 010	90th St at Suffivan St	CZS1	SOCIAL Area	5000.00 buildable	
006 211 050	91st St near Sullivan Ave	CZSI	special area	2500.00 buildable	
006 ZZI 070	bet. 180 and 168 Station Ave	R3	to 16 du's/acre	3919.50 buridable	percel has beliefully at user and, until a percel
006 223 130	60 Nateo Ave	CI	to 18 du's/acre	7200.00	agriculture
-000-223-360	ment to 20 former Ave	-C1		2820.00	per king
****** 010	37 School St	- 61-	SUNCTRÉ BERE	14430,01 704070102-001	parking
006 241 160	bet. 210 and 220 Station Ave	RI	to 18 du's/acre	6122.40 buildable	•
006 242 050	mext to 102 Dermer Ave	Ri	to 18 du's/acre	2436.00	substandard percel
906 242 100	160 berner Ave	RI	to 18 du's/acre	6000.00	agricul ture
006 243 270	82 West Market St	Rt	to 18 de's/acre	10600.00	agriculture
-805-544-500-	155 Mateu Ave	-At-	to 10 de siecit	3686-48	perking
006 251 230	corner First Ave and E Nartet St	10	to 18 du's/acre	16380.01 buildable	part of larger parcel fronting Mission St .
006 252 080	near corner of Second Ave and E Narket	10	te 18 do's/acre	16000.00	greenhouse, not entire parcel
006 252 000	169 First Ave	1D	to 18 du's/acre	44500.01	greenhouses
906 252 170	156 Second Ave	10	to 18 du's/acre	3000.00 buildable	·
006 253 910	corner Second Ave and Castle St	10	to 18 du's/acre	5000.00 buildable	
006 253 020	corner Third Ave Castle St	10	to 18 do s/acre	5000.00 buildable	
006 253 040	89 Second Ave	10	to 18 du s/acre	5000,00 beildable	
006 253 230	next to 125 Second Ave	10	to 18 du'sracre	5000.00 buildable	agriculture, structure on our tof parce!
006 254 930	155 Third Ave	10	to 18 du szacre	29700.01 busidable, since	
006 345 070	corner Srvant St and Washington St	21	retail and office	3000,60	agr scul ture
006 346 050	mest to 1680 Bryant St	16	general commercial	3750.01	
005 346 670	next to 1680 Sevent Ave	4D	general commercial	3750.01	parking parking
COE 346 980	1680 Sevan: St	10	oeneral commercial	15000.00	
096 364 080	mest to 74 hill St	£1	to 16 du s/acre	7000.01 buridabte	parking
006 367 130	108 San Pedro RC	C1	INDMSTF IA:	7931.01 buridable	•
006 368 056	San Fedro Ad mear Washington St	51	retail and office	5662.01 buildable	
006 392 010	corner Second and A St	R3	to 16 du s/acre	12000.00	agricul ture
005 392 080	next to 312 Second Ave	P.1	to 16 du s/acre	3000.00 buildable, slope	व्या रक्षा स्वार
COS 392 060	ber 389 and 317 Second Ave	RI	to 16 gu s/acre	3400.01	southermost 25% of parcel is vacant
000 333 000	BOLL 253 BUC 211 SECOND WAS		10 10 00 B/8C/F	38700.01 portidable	SOUTHWIST CON BY DATEST IS ASCAUL
000 393 100	Tours are near variet St	31	10 10 40 stacts	5000:00 barridante	one avendoned nouse on property
- 006 - 005 - 176	Times Ave near valvey St	-01	-10-16-00-01-00-0		
	East Market St and Frice St	W	retail and office	3355.01 buildable	
006 419 060					

Face No. 11/13/86

VACANT LAND SURVEY CITY OF DALY CITY modated hovemoer 14,1985

Parcel Number	Address	Zoning	General Plan Designation	Size Development (So. Ft.) Potential	Comments
		-01			partietty apriculture, one off new on st
006 468 080	E Miliside at Castle St	R1	to 18 du's/acre	4750.01 puritoable	
906 472 830	558 Abbot St	R1	to 18 du's/acre	7500.00 buildable	
906 472 950	S72 Abbot St	81	to 18 du's/acre	5000.01	agriculture, only 40% of site vacant
206 484 120	corner Hillside Blvd and A St	10 10	to 18 du's/acre	10800.00 belidable 11550.01 buildable	
06 484 130	corner Hillsage Blvd and A St			187200.01 buildable, stone	
106 104 120	across from 210 San Fernance Bay Westcrest Dr mear Northridge Dr	R1 OSRP	Hospital peer souce	18000.01 steen, cassal hieff	
008 201 070	westerest or near morthridge or	USAY	DOIN SOUCE	18366-At-buildable	
06 431 200	32 Westline Or	RI	to 18 du's/acre	3300.00 unctable coastat bluff	Alouist Priolo, house previously removed
08 431 210	34 Westfine Gr	RI	to 18 du's/acre	3300.01 unscable coastal bluff	Alguist Priolo, Rouse previously removed
008 431 220	36 Westfine Dr	RI	to 18 du's/acre	3300.01 unstable coastal bluff	Alguist Priolo, house previosily removed
008 431 230	380 Destine Or	RI	to 18 de's/acre	3300.01 unstable coastal biuff	Alguist Priole, house previously removed
008 431 240	40 Westtene Dr	R1	to 18 du's/acre	3300.01 unstable coastal bluff	Alguist Priolo, house previously removed
08 431 250	42 Destine Dr	R1	to 16 du's/acre	3300.01 unstable coastal biuff	Algeret Price, house previously removed
008 431 260	44 Westline Dr	RI	to 18 du's/acre	3300.01 westable coastal bieff	Alguist Priolo, house previosly removed
06 431 270	46 Bestine Gr	RI	to 18 de's/acre	2300.81 unstable crastal bluff	Alouist Priolo, house previously removed
08 431 290	50 Westline Or	RI	to 18 du's/acre	3300.01 ungtable coastal bluff	Alouist Priolo, house previously removed
	52 Westline Dr	R1	to 18 du's/acre	4725.01 unstable coastal bluff	Alouist Prioto, house previously removed
	60 Westline Dr .	Bi	to 18 du's/acre	6248.01 enerable coastal bluff	Alexiet Priote, house previouly removed
	56 Vestline Or	RI	to 18 do's/acre	5347.01 unstable coastal bieff	Alguist Priolo, house previously removed
	Escuela Dr near Southgate Ave	R3	ever 18 du's/acre	4500.80 buildable	
	Escuela Dr mear Southgate Ave	R3	over 18 du's/acre	4500.00 buildable	
	Escuela Dr mear Southquite Ave	R3	ever 18 du's/acre	4500.00 buildabre	
	Sib Skyline Ur Exstance Ave corner Zita Manor	R1 R3	to 15 du's/acre	3400.00 engrable coastal bluff	house removed
				12000.01 buildable	
	south of Escuela Dr 29 Nicz Vista Court	R3 R1	school site to 18 du's/acre	88000.01 buildable	Savage School site
	next to 99 Mira Vista Court	R1	to 18 du s/acre	5000.01 no trentage 7560.01 no trentage	illegal subdivision
	Alta Vista	R1	to 18 du s/acre	2178.00 steep	illegal subdivision
	295 Gakradoe Or	RI RI	to 18 du's/acres	8745.01 buildable	not on current parcel map, substandard parc
	299 Gateringe Or	RI	to 18 du's/acres	6899.01 puridable	Narrow let
	203 Gakrioge Dr	RI RI	to 18 du szacre	£317.01 buildable	Narrow let
	next to 603 South Nill Blvd	RI	to 18 du's/acre	7770.01	
	near South Hill and Alta Vista interse		special area	273000.01 steep, an freetage	across from Village-tn-The-Park
	Skyline Blvd at King Dr	R1	Special area	219978.00 buildabre.	paper street
	Hickey Blvd at Ne 280	CISI	retail and office	90125.01 buildable, steep	Alguist Orioto, San Andreas Fault bisects
	southeast tip of Daty City mear Gellert		retail and office	75794.41 buildable, steep	
	Califor Bivd at Serramonte Bivd	R3	Retari and Office	349786.01 steen	
	Serramonte Blvd mear Callan Blvd	RG	special area	265574.01 steec	above Serramonte Shooping Center parking to
	Servanonte sted near Carran Bred	-	to 10 so system	300:01 participate	across from Serramonte Shopping Center
		111	10 10 00 07 07	9400.01 partagoré	

11219608.26

TYPICAL MULTI-FAMILY DEVELOPMENT COST ANALYSIS

Development Cost Breakdown per Unit:

Land	\$ 27,000
Sitework and parking	1,118
Hard construction	427,243
Soft (financing, title and architect)	7,872
Developer overhead and profit	7,086
	\$ 85,319

^{*} This information is based on the cost to construct an average quality 123 unit, four story building of 94,000 square feet. Individual projects may vary from these projected costs due to market fluctuations.

EVALUATION OF PROGRAM ACHIEVEMENTS 1987-1990

Program 1. Housing Site Acquisition

The Daly City Redevelopment Agency (DCRA) reviewed development potential throughout the Redevelopment Area, and in 1989 adopted a Five-Year Plan. In implementing this plan, the Agency is working with two developers to acquire expanded sites for mixed-use developments (including residential components) in areas zoned exclusively for commercial use. It has also authorized the disposition of two commercially-zoned sites for mixed-use development, and another site for entirely residential development.

This program is considered to be successful and will be continuing in the 1990-95 planning period. Due to a deficit in the revenues, the Agency found it necessary to issue a deferral resolution for the 20 percent set-aside requirement for each of the years in the past planning cycle, 1987-90.

The DCRA plans to fund the Housing Fund deficit when its budget permits. According to current projections the first of the funds will be available in FY 1999-2000. That target date may be advanced if one or more of the following events should occur: 1) One or more major development projects not anticipated in the Five-Year Plan occurs, and as a result, tax increment levels exceed those currently projected. 2) Property disposition proceeds more quickly or to a greater extent than that identified in the Five-Year Plan. However, if specific affordable housing projects are identified which require subsidies, the DCRA will transfer funds to the Housing Fund on an as-needed basis prior to the projected funding date.

Program 2. Surplus Land Disposition

The City has worked with local school districts to review potential surplus properties. However, the critical financial needs of both the City (which instituted a hiring freeze in 1989 to prevent a projected \$1 million budget deficit) and local school districts have prevented sale of land for less than market price in order to permit affordable housing development.

Predicting a time frame for this program is difficult due to the uncertainty of the real estate and financial market.

The City of Daly City has spent over 500 staff hours in assisting the school district to market its property for various housing development proposals. This cooperative effort between the City and the local school districts is critical in marketing this land, especially given the weak economy and the competition between cities for developers in the financing of their projects. The City will continue this program in the 1990-95 planning period.

Program 3. Secondary Units

The City recently completed a study of illegal construction in Daly City. It is estimated that there may be as many as 5,000 illegal second units, many of which are unsafe and unsanitary. The results of the study is a new program, Project HOMESAFE, which will allow property owners to

legalize these units using the Housing Code instead of the more stringent Building Code. The program will be in effect for a period of 18 months during which its effectiveness will be monitored.

In order to offer inducements that will encourage voluntary compliance, the City has permanently reduced parking requirements for 90% of the homes, making it easier to legalize these units. The second units which will qualify for this program were in existence by January 1, 1992, are owner occupied (either unit) and meet the reduced parking standard. The City has waived density and size requirements and has established a nominal fee of \$100 that covers the cost of the permit and inspection.

The reduced parking standards are a permanent change to the ordinance and will therefore also apply to new construction of secondary units.

Program 4. Establish Allowable and Reasonable Densities

Due to a lack of full staffing, this program has been partially delayed until the 1990-95 planning period. An initial effort was accomplished with the recent adoption of a General Plan Amendment to allow an increase in maximum residential densities in certain commercial zones. This amendment is intended to facilitate mixed-use development, especially on Mission Street. The maximum density was increased from 50 to 64 dwelling units per acre. This program will continue into the next planning period to allow an analysis of the maximum densities allowed in multi-family zoning districts.

The City is currently participating in a study of recently annexed land adjacent to the new Colma BART station site to determine reasonable densities. The results of this study will be used in evaluating the residential density elsewhere in the City

Program 5. Facilitate Mixed-Use Development

As a first step in achieving this goal, the City funded a design study for the Mission Street corridor in 1989. It is the City's intention to use the results of this study to design a zoning overlay for this corridor. Mixed-use development would be addressed via this overlay district.

This program is important to the City. The preparation of the Mission Street Overlay District will be completed in the next five-year planning period.

Program 6. Monitor Housing Conditions

The City has made substantial progress in incorporating building permit activity onto the Geo-Base information system developed by the City. In 1989, this component of the system became operational. However, building condition data is minimal. It is the City's intention to revise the Housing Conditions Survey procedure in 1993, and conduct the survey in 1994. This will permit time to review and incorporate 1990 census data on housing conditions.

Program 7. Neighborhood Rehabilitation

The City, primarily through the Capital Improvements Program, established a program for coordinating efforts to improve conditions by upgrading streets, gutters, sidewalks, street trees, signage, etc.

Accomplishments of this program include: the improvement of two major arterials, John Daly Boulevard and Mission Street; curb modifications to provide handicapped accessibility; and a drainage study of low-income areas to remedy storm system failure.

This program is considered very successful and will be continued in the 1990-95 planning period.

Program 8. Mandatory Code Corrections Single-Family Residences

This program has been modified to a voluntary inspection program, PROJECT HOMESAFE. The program creates an amnesty period of 18 months during which time homeowners may legalize rooms constructed without permits. It is hoped that the voluntary program will achieve the same results as the mandatory program—the elimination of unsafe and unsanitary housing.

Program 9. Mandatory Code Corrections -- Multi-Family Residences

The Daly City Fire Department has instituted a periodic review of multi-family dwelling units, once every two years, instead of the inspection at the time of sale as contemplated in Program 9. The periodic review was implemented because it guarantees a regular inspection and repair of violations of the Fire Code.

Program 10. Streamline Permit Processing

As noted under Program 6, the building permit process has been added to the City's comprehensive Geo-Base system. Planning activities should be added by 1991. This system serves to track construction permits through the review of the various departments concerned with development activity. It has been successful in reducing complaints and identifying issues. The average time to process building permits has been reduced by several weeks.

The system is effective in reducing the time it takes to process building permits. It should also assist the Planning Division review and process permits. This program will be fully functional during the early part of the next planning period.

Program 11. Review Code Requirements

This is an on-going program in the City. An example of a recent accommodation to a low-income housing project was the adoption of a requirement that elevators be provided in low-income housing developments. This amendment allowed the project sponsor to obtain federal financing.

Program 12. Expand the Housing Assistance Program

Staff has attended several workshops and advocated legislation that would make additional funding available. Congress has recently adopted the HOPE and HOME programs which are intended to benefit low-income persons. These programs are not yet funded and will require matching funds from the communities.

Staff is working with a consortium of communities through the auspices of the County to obtain funds from these programs. These efforts have been identified as a high priority by the Council and will continue through the next planning period, 1990-95.

Program 13. Improved Housing Design

The City Council recently held a Design Review Study Session and has directed staff to prepare a design review procedure for large commercial and residential projects. The cost impacts to low-income housing projects will be considered during the development of this procedure. This program will be continued in the next five-year planning period, 1990-95

Program 14. Fire Sprinkler Retrofit Program

The pilot program was completed. Based on the results, an amendment of the Fire Code was adopted requiring a fire sprinkler system for new construction. A public education program was developed and will be implemented during the next five-year planning period. This program is deemed to be necessary to promote public safety.

Program 15. Study of Persons/Square Foot in Residential Areas

This program has been dropped from the Housing Element for the next planning cycle. The goal was to establish reasonable criteria for evaluating the problems related to overcrowding. The Planning Division will re-evaluate the need for this information and may revise the program for the 1995-2000 planning period.

DALY CITY DEVELOPMENT FEES 1999

INTRODUCTION

Development fees must be paid by all persons building any new buildings in Daly City. The purpose of these fees, which are collected for improvements to streets, sewer and water lines, is to maintain the City's infrastructure. Included in the City's infrastructure are City buildings, like libraries and police facilities and City equipment, such as fire trucks. the fees also pay for the cost of reviewing the projects to insure that these projects are in conformance with City requirements. By State law, the amount of development fees charged to an applicant cannot exceed what it will cost to provide the necessary infrastructure to the applicant's project.

The following are the types of fees which are attached to a project during the City's review process of a development:

- I. Planning/Tentative Subdivision Fees
- II. Final Subdivisions/Engineering/Site Improvement Fees
- III. Building Fees/Fire Fees

Please note that the fees listed do not include the cost of upgrading infrastructure or other mitigation measures that may be attached to a specific subdivision proposal, use permit, variance application, zone change request or amendment to the General Plan. As an example, some of the specific costs which are not included in the fees listed above, but which may be attached to a preliminary approval by the City Council could include items such as: upgrading a storm drain, improvements in traffic conditions or fees in lieu of park land dedication. The fees listed are meant to give a general indication of costs and are only an estimate of the costs which may be attached to a development. The fees must be paid before the City can issue the first building permit to the applicant. for further clarification, please call the appropriate City division or agency.

Note: This document is a summary to be used for convenience purposes only. Actual fee calculations are based upon the Municipal or North san Mateo County Sewer district (NSMCSD) codes. If the information you are seeking is not contained in this fee schedule, please ask a Daly Ctiy staff person for the appropriate code.

I. PLANNING/TENTATIVE SUBDIVISION FEES

A. Planning Entitlement Fees

Planning entitlement Fees require descretionary review by the Planning Commission and the City Council. these fees include the following:

Type of Entitlement

Fee

Antenna – Use Permit	\$1,650
Anteina – Osc I chilit	\$1,050

Minor Use Permit \$300 + \$100 per acre Major Use Permit \$1,200 + \$100 per acreVariance-Minor \$300 + \$100 per acreVariance-Major 1,200 + 100 per acrePlanned Development Zone Change \$2,000 + \$100 per acre

All Other Zone Changes 1,000 + 500 per acre Minor Subdivision

\$1,400

Major Subdivision \$600 + \$50 per lot General Plan Amendment \$800 + \$600 per acreCondominium Conversion 1,000 + 100 per unit Certificate of Compliance \$135 (Lot Line Adjustment, Consolidation, or Partition)

Environmental Assessment \$145

Environmental Negative Declaration \$350 or actual cost + 25% overhead Environmental Impact Report Full Actual Cost + 25% overhead

Design Review \$800 DCRA Review \$200 Sullivan Corridor Review Fee \$200 Microfilm Fee \$15

Fire Fees \$96 + \$5 per lot or story

Other Fees Fee

Sign Permit \$25 + \$1 per \$100 valuation

Home Occupation Permit New: \$40 Renewal: \$25

\$40 Late:

Residential Requirement report (3R) \$45

Code Enforcement Applications which result from a code

enforcement action are charged two times

the application fee.

General Plan Maintenance Fee 5/10 of 1% of Building Valuation assessed

at the time building permits are issued.

Plan Check 20% of Building Permit

П. FINAL SUBDIVISIONS/ENGINEERING/SITE IMPROVEMENT FEES

A. **Subdivision Fees (non-refundable)**

Parcel Map (Final) \$200 + \$50 per lot or unit Final Map, Filing Fee \$400 + \$50 per lot or unit

Storm Drain Fee \$100 each In addition to the above Subdivision Fees the following non-refundable fees are charged based on development improvement cost.

Inspection Fee	\$0-\$100,000 \$100,000-\$500,000 Over \$500,000	\$100 + 4% of improvement cost range \$4,100 + 3% of improvement cost range \$5,300 + 2% of improvement cost range

Plan Checking Fee \$0-\$100,000 3% of improvement cost range \$100,000-\$500,000 2% of improvement cost range Over \$500,000 1% of improvement cost range

B. Grading Fees

1. Plan Review Fees

50 cubic yards or less	No fee
51 to 100 cubic yards	\$22.50
101 to 1,000 cubic yards	\$30
10 001 to 100 000 cubic yards	\$30 for the first 10

10,001 to 100,000 cubic yards \$30 for the first 10,000 cubic yards, + \$15 for each additional 10,000 cubic yards or fraction

thereof.

100,001 to 200,000 cubic yards: \$165 for the first 100,000 cubic

yards, + \$9 for each additional 10,000 cubic yards or fraction

thereof.

200,001 cubic yards or more: \$255 for the first 200,000 cubic

yards, + \$4.50 for each additional 10,000 cubic yards or fraction

thereof.

Other Fees

For in-fill single family residential and commercial projects, additional plan review required by changes, additions or revisions to approved plans at \$30 per hour (minimum charge: one-half hour.)

1. Permit Fees

50 cubic yards or less	\$15
51 to 100 cubic yards	\$22.50
101 to 1,000 cubic yards	\$22.50 for the first 100 cubic yards,
	+\$10.50 for each additional 100
	cubic yards or fraction thereof.
1,001 to 10,000 cubic yards	\$117 for the first 1,000 cubic yards,
	+ \$9 for each additional 1,000 cubic
	yards or fraction thereof.
10,001 to 100,000 cubic yards	\$198 for the first 10,000 cubic yards,
	+ \$40.50 for each additional 10,000
	cubic yards or fraction thereof.

100,001 cubic yards or more

\$562.50 for the first 100,000 cubic yards, + \$22.50 for each additional 10,000 cubic yards or fraction thereof.

2. Erosion Control

Plan check	\$50
Inspection	\$100

3. Utility Connection Inspection

Sanitary sewer connection	\$100
Storm sewer connection	\$100
Water service lateral connection	\$100

C. Steet Encroachment Permit

Awnings, Overhangs, Fences	\$50 each encroachment
Debris Boxes	\$1000 per year or \$300 per quarter
Driveway	\$50 per driveway depression
Sidewalk	\$25 each s.f. or fraction thereof
Street Excavation	\$50 per trench + standard hourly rate*
	and any actual outside services
Street Obstruction	\$50 per 25 l f

^{*} For purpose of calculating permit fees, a typical hourly rate (based on past experience) is \$50 per hour for permit inspection and processing services.

D. Park Land Dedication Fee

As a condition of approval for all final maps and parcel maps, the following standards for the dedication of land, the payment of in-lieu fees or a combination of both, for park or recreational purposes shall apply. These standards, combined with the guidelines for in-lieu fees, are intended to assure that the amount and location of dedicated land and/or in-lieu fees collected bear a reasonable relationship to the use of recreational facilities throughout the City by the future inhabitants of the subdivision.

Requirement and Population Ratio

The ultimate density of a proposed development shall bear directly upon the amount of land required for dedication. The total requirement shall be in accordance with the goals, policies, objectives and recommendations of the Daly City General Plan, which designates 3.0 acres of usable parkland per 1,000 population.

Density Factor

The density factor is based upon the most current census and reflects the average population per dwelling unit (i.e., persons in household). According to the 1990 census, the Daly City population per dwelling unit is 3.18 persons. This figure shall be used to estimate future population attributed to the development.

Dedication Requirement Formula

The following formula shall be used to calculate the amount of land required to be dedicated for park or recreational purposes:

Park Land Dedication Requirement (in acres) =

3.18 x 3 acres x new dwelling units 1000 population

Credit for Private Open Spaces and Recreational Areas

When developers provide private recreational facilities and open space for the use of future inhabitants of the subdivision, it has the effect of reducing the demand for public recreational services. Depending on the size of the development, up to 50% of the park land dedication requirement may, at the option of the City, be provided in the form of private facilities. In general, the extent to which "private" facilities may be substituted for "public" facilities will be based upon the size of the proposed development and the adequacy of existing public facilities to serve residents of the general area. Detailed plans for private recreation areas, including specification of facilities to be installed and building plans sufficiently detailed to permit an evaluation of building design and location, will be required.

In-Lieu Fee Requirements

Where the subdivision is less than 50 lots, the City generally requires payment of an In-Lieu fee. All In-Lieu fees paid to the City shall be used for park and recreational purposes and shall be dispersed in a manner consistent with Guidelines for Committing In-Lieu Fees. All cash contributions in-lieu of land shall be based upon fair market of the land that otherwise would have been dedicated as park land and shall be established for the developer by an M.A.I. appraiser using generally accepted methods of appraising fair market value (FMV). If the City does not agree with said appraisal, it may, at its own expense, select an appraiser to determine the property's fair market value. The final decision as to fair market value shall be made by the City Council.

Formula for Computation of In-Lieu Fee:

(Required Dedication) x FMV x 1.10 = In-Lieu Fee

Reservation of Additional Land

Where the General Plan identifies a deficiency in recreational facilities or proposed facilities, the City may require that the amount of land needed beyond the developer's contribution be reserved for subsequent purchase by the City.

III. BUILDING FEES

A. AB1600 Public Facilities Fees

Public Facilities Fees are collected pursuant to Ordinance No. 1096 in response to California Government Code AB1600 for development to pay for municipally- owned public facilities, including but not limited to, administrative facilities, police and fire facilities and equipment, street improvements, sewer and water lines, and libraries. Every project requiring a discretionary zoning permit (i.e., subdivisions, variances, use permits) or a building permit is required to pay a Public Facilities Fee in accordance with the fee schedules for residential and commercial development. In no case shall the Public Facilities Fee for an addition, remodel, alteration or repair to an existing dwelling unit exceed the total fee for a new dwelling unit for the benefit zone in which the existing dwelling is located. Benefit zones are shown on the corresponding map. (See Attachment A: Public Facility Benefit Zones Map.)

1. Residential Development

Public Facilities Fees for new Residential Development are paid for on a per dwelling unit basis. Public facilities fees for additions are paid on a square foot basis. These fees are established for the various benefit zones as follows:

RESIDENTL	ΔT.	REE	PER	IINIT
				UITI

Benefit	Facilities	Square Footage
Fee	Fee	Fee
Zone 1	\$5,159	\$3.44
Zone 2	7,090	4.73
Zone 3	4,903	3.27
Zone 4	6,693	4.46
Zone 5	20,027	13.35
Zone 6	4,506	3.00
Zone 7	4,262	2.84
Zone 8	6,450	4.30
Zone 9	4,262	2.84
Zone 10	3,938	2.63
Zone 11	4,262	2.84

2. Additions, Remodeling, Alterations or Repairs to Existing Dwelling Units

If the value of the improvement is equal to or greater than 50% of the cost to replace the structure, based on the current replacement costs as established in the Uniform Building Code, then the entire residential fee per unit, as specified above, shall be charged.

Benefit	Fee per	Maximum
Zone	Square Foot	Fee
Zone 1	\$3.44	\$5,159
Zone 2	4.73	7,090
Zone 3	3.27	4,903
Zone 4	4.46	6,693

Zone 5	13.35	20,027
Zone 6	3.00	4,506
Zone 7	12.84	4,262
Zone 8	4.30	6,450
Zone 9	2.84	4,262
Zone 10	2.63	3,938
Zone 11	2.84	4,262
Commercial All Zones	\$2.00	

Maximum City-wide fees established per square foot of commercial or industrial floor area are as follows:

1995	\$3.00
1996	\$5.00

COMMERCIAL COSTS PER SQUARE FOOT

Actual costs for commercial developments in each benefit zone are calculated based on the following:

Benefit	Facilities
Zone	Fee
Zone 1	\$12.73
Zone 2	8.38
Zone 3	8.38
Zone 4	5.71
Zone 5	5.71
Zone 6	5.71
Zone 7	8.95
Zone 8	8.47
Zone 9	8.47
Zone 10	5.71
Zone 11	5.71

3. New, Remodel, Alteration, Repair of Commercial or Industrial Projects

Public Facilities Fees for a new, remodel, alteration, or repaired commercial or industrial project shall be paid on a per square foot of floor area basis. The square footage of floor area shall be determined in accordance with the Uniform Building Code.

The applicant shall pay the lower of actual cost or the maximum fee per square foot of commercial area.

B. Building and Planning Permit and Plan Checking Fees

Permit and Plan Check Fees

Attachment B, Building Permit Fees contains a table listing Building Division and Planning Division plan check fees.

Building permit fees for projects with building valuations of:

200,000.01-\$500,000: \$1,334.04 for the first \$200,000 + \$4.72 for each

additional \$1,000 or fraction thereof.

500,000.01-\$1,000,000: \$2,749.65 for the first \$500,00 + \$4.05 for each

additional \$1,000 or fraction thereof.

\$1,000,000.01 and up: \$4,771.95 for the first \$1,000,000 + \$2.70 for each

additional \$1,000 or fraction thereof.

C. <u>Fire Prevention Fees</u>

1. New Construction and alteration-Plan Check Fees

(Plan check fees are not charged for residential projects.)

Base rate \$.12 per square foot

(All UBC Occupancies, including R-3)

State Fire Marshal Regulated add \$.02 per square foot

(A,D,E,I,R-S, except R-3)

Hazardous Occupancies (H) add \$.02 per square foot High Rise Building add \$.02 per square foot

Option: For Building Permits with a valuation over \$1,000,000 the

developer/contractor, instead of using the above rate, may pay for Fire Department services at an hourly rate of \$96. All time spent on plan checking, research, consulting and site inspections will be billed. A deposit equal to the square footage fee will be collected at the time that

the permit is issued.

2. New Construction and alteration-Building Permit Fees

(This fee is charged for residential, commercial and industrial projects.)

Fixed Extinguishing Systems \$158.40 minimum or based on UBC Table 3A

(See Attachment B)

Fire Sprinkler Systems \$180 minimum or based on job valuation.

(See Attachment B, UBC Table 3A)

Exception: Tenant improvement sprinkler alterations, modifications or additions.

Includes permit and inspection \$96 minimum or based on UBC Table

3A

Fire Alarm Systems \$158.40 minimum or based on UBC

Table 3A

Plan check of fixed Extinguishing,

Sprinkler and Alarm Systems 35% of UBC Table 3A

Additional Plan Review for Major

Changes, Additions or Revisions \$96 + hourly rate

Fire Plan Check fees by valuation

(where square footage is not applicable): 35% of UBC Table 3A

(See Attachment B, Building Permit Fees)

3. Required Services

Subdivision Map Review . \$96 + \$5 per lot or story

Pyrotechnic Show Inspection \$90 permit

High Rise Building Annual Certification \$96 + hourly rate Reinspection: \$96 + hourly rate

Reinspection Fee-Construction \$96

Reinspection Fee-State and Local Fire

Code Inspections \$90 each after the 2nd site visit

4. Requested Services

Variance Application \$200

Preliminary Site Plan Review \$96 + hourly rate *
Inspection Outside Normal Hours \$144 + hourly rate *

(Hourly rate is a minimum of one-half hour and charged in one-half hour increments.)

D. <u>Electrical Fees</u>

1. Permit Issuance

For issuing each permit \$36 For issuing each supplemental permit to original applicant: \$5

2. System Fee Schedule

(See Attachment C, Electrical Fees System Fee Schedule)

3. Unit Fee Schedule

(See Attachment C, Electrical Fees Unit Fee Schedule)

4. Temporary Power Service

For a temporary service power pole or pedestal including all pole or pedestal mounted receptacle outlets and appurtenances \$15 each

5. Other Inspections and Fees

Inspections outside of normal business hours: \$140 per hour

(Minimum charge: one hour)

Inspections for which no fee is specifically indicated \$70 per hour

(Minimum charge: one hour)

6. Reinspection Fees

A Reinspection Fee shall be assessed for each inspection or reinspection when such portion of work for which inspection is called is not complete or when corrections called for are

not made \$70 per hour

(Minimum charge: one hour)

E. Plumbing Fees

1. Permit Issuance

For the issuance of each permit	\$36
For the issuance of each supplemental permit	\$10

2. Unit Fee Schedule

(See Attachment D – Uniform Plumbing Code Schedule)

3. Other Inspections and Fees

Inspections outside of normal business hours	
(Minimum charge – one hour)	\$140 per hour
Inspections for which no fee is specifically	
indicated (Minimum charge – one hour)	\$70 per hour

4. Reinspection Fees

A Reinspection Fee may be assessed for each inspection or reinspection when such portion of work for which inspection is called is not complete or when corrections called for are not made (Minimum charge – one hour)

\$70 per hour

F. Mechanical Fees

1. Permit Issuance

For the issuance of each permit	\$36
For the issuance of each supplemental permit	\$6.50

2. Unit Fee Schedule

(See Attachment E, Mechanical Fees Unit Fee Schedule)

3. Permit Fees for Fuel-Gas Piping

(See Attachment D – Uniform Plumbing Code Schedule)

4. Permit Fees for Process Piping

For each nazardous process piping (HPP) of one to	
four outlets	\$5
For each piping system of five or more outlets	\$1 per outlet
For each non-hazardous process piping system (NPP)	
of one to four outlets	\$2 per outlet
For each piping system of five or more outlets	\$0.50 per outlet

5. Other Inspections and Fees

Inspections outside of normal business hours

(Minimum charge: one hour)

\$140 per hour

Inspections for which no fee is specifically indicated

(Minimum charge: one hour)

\$70 per hour

6. Reinspection Fees

A Reinspection Fee may be assessed for each inspection or reinspection when such portion of work for which inspection is called is not complete or when corrections called for are not made.

(Minimum charge: one hour)

\$60 per hour

G. Sewer Connection Permit Fees

The North San Mateo County sanitation District serves an area whose boundary is not the same as the City of Daly City. The District's service area does not include the Bayshore area, but does include the Broadmoor area, unincorporated Colma area and a portion of the Town of Colma.

1. Single Family Residential Dwelling

a. 8 dwelling units or less in any one 12-month period by a builder/developer or any subsidiary, partner or joint venture with no more than 33 fixture units per residential unit

\$1,500 Minimum per dwelling unit

b. 9 dwelling units or more in any one 12 month period by a builder/developer or any subsidiary, partner or joint venture with no more than 33 fixture units per residential unit

\$2,500 Minimum per dwelling unit

Plus, as to Item (1) a and b above, if there is in excess of 33 fixture units, an additional:

\$60 per fixture unit

Plus, as to Item (1) a and b above, common facilities:

\$60 per fixture unit

c. New Single Family Residence with Secondary Unit (up to 33 fixture units for the single family and up to 11 fixture units for the secondary unit)

\$3,350 per both units

d. Conversion of Single Family Residence to one with Secondary Unit (up to an additional 11 fixture units for conversion)

\$500 per second unit

As to Items (1) c and d above, if there is in excess of 33 fixtures units to primary residence or in excess of a total of 11 fixture units in the secondary units in secondary unit, there is an additional

\$60 per fixture unit

2. Multiple Residential Dwelling

Up to and including 21 fixture units

\$1,875 Minimum per dwelling unit

Plus, in excess of 21 fixture units

\$60 per fixture unit

Plus common facilities

\$60 per fixture unit

3. Commercial, Industrial, Public and Other Uses

\$60 per fixture unit; \$3,000 Minimum (Plus additional fees which may be charged based on type of use and/or type and/or amount of charge.)

4. Condominium Conversion

Difference between the charge initially paid for connection as a multiple dwelling, as credited against charges for single dwellings in effect at the time of conversion to a condominium

\$60 Minimum per dwelling unit

5. Change of Use/Alteration or Addition to Existing Connection

For change of use/alteration or addition to connection

\$60 minimum

Plus, for each fixture unit in excess of 33

\$60 per fixture unit

6. Special Connection Charges

In addition to the above fees, the North San Mateo County Sanitation District (NSMCSD) may impose charges based on the type of use, discharge, or impact on District facilities, to provide the equitable distribution of the cost of district's wastewater system.

H. Sewer Inspection Fees

1. Single Residential Dwelling

One single residential dwelling unit (SRDU)

\$100 per SRDU

2. Multiple Residential Dwelling

For each building sewer installation

\$100 per installation

3. Commercial, Industrial, Public and Other Uses

For each building sewer installation

\$100 per installation

4. Industrial Waste Discharge Permit Required Use

In a sum equal to the district's cost for processing the Industrial Waste Discharge application and Permit, reviewing proposed monitoring programs, and inspecting pretreatment and monitoring facilities. If the district's estimate of expenses exceeds the minimum of \$400 per permit by 25%, the fee shall be based on the estimated cost of the above activities.

5. Public Sewer Construction

a. Encroachment Permit

\$50

b. Inspection Charge

In a sum equal to District's cost for inspection including, but not limited to staff's hourly rate, plus benefits, transportation and administrative costs

\$50 Minimum

6. Alteration of Existing Use or Installation

Note: In the event any part of a sewer is installed or altered without the issuance of a permit and an inspection of the sewer, the fee for the issuance of the permit and the inspection of the sewer shall be double the amounts listed above (see A and B, 1-5), plus an additional fee of \$100 to the District for issuing an Encroachment Permit. The fee shall be paid upon submittal of an application form provided by the District.

7. Swimming Pools

\$60 per fixture unit:

2" Discharge Pipe = 4 fixture units

3" Discharge Pipe = 6 fixture units

4" Discharge Pipe = 8 fixture units

I. Water Fees

The water meter installation fees are in accordance with the following schedule:

NEW METER PLUS BOX SCHEDULE

(Prices are for meter and box plus drop in. The price does not include service line installation.)

3/4" meter with B16 Box	\$125
3/4" meter with B30 Box	\$135
3/4" meter with B36 Box	\$155
1" meter with box	\$180
1-1/2" meter with box	\$380
2" meter with box	\$550
3" meter with box	\$1,015
4" meter with box	\$1,480

J. Local School District Impact Fees

Section 53080 of the California Government Code authorizes districts to levy school impact fees on new residential, commercial and industrial development of more than 500 square feet of space.

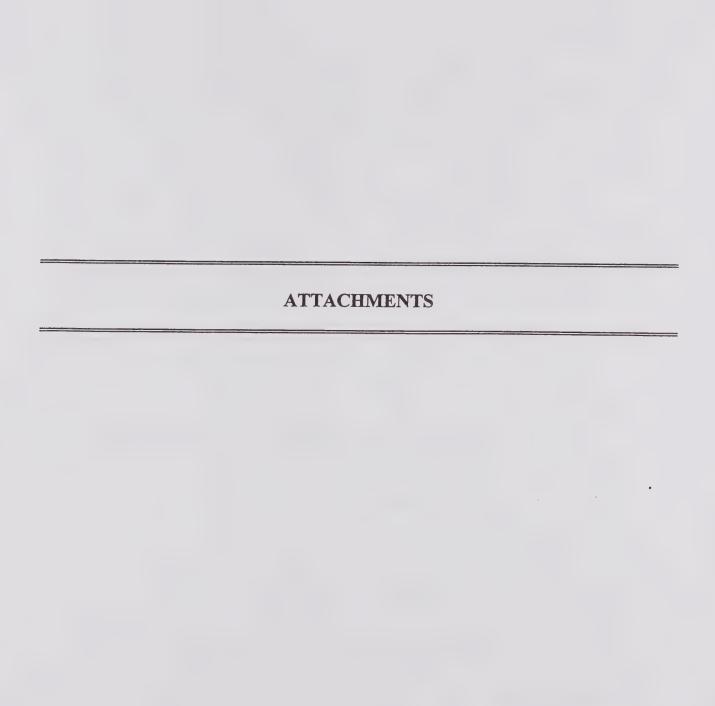
- A. The fees are limited to \$1.50 per square foot for residential development and \$0.25 per square foot for commercial and industrial development.
- B. Fees are to be paid directly to the Jefferson Union High School District.
- C. After paying the school impact fees, obtain written certification from the Jefferson Union High School District that all applicable fees have been paid, or that none are due.

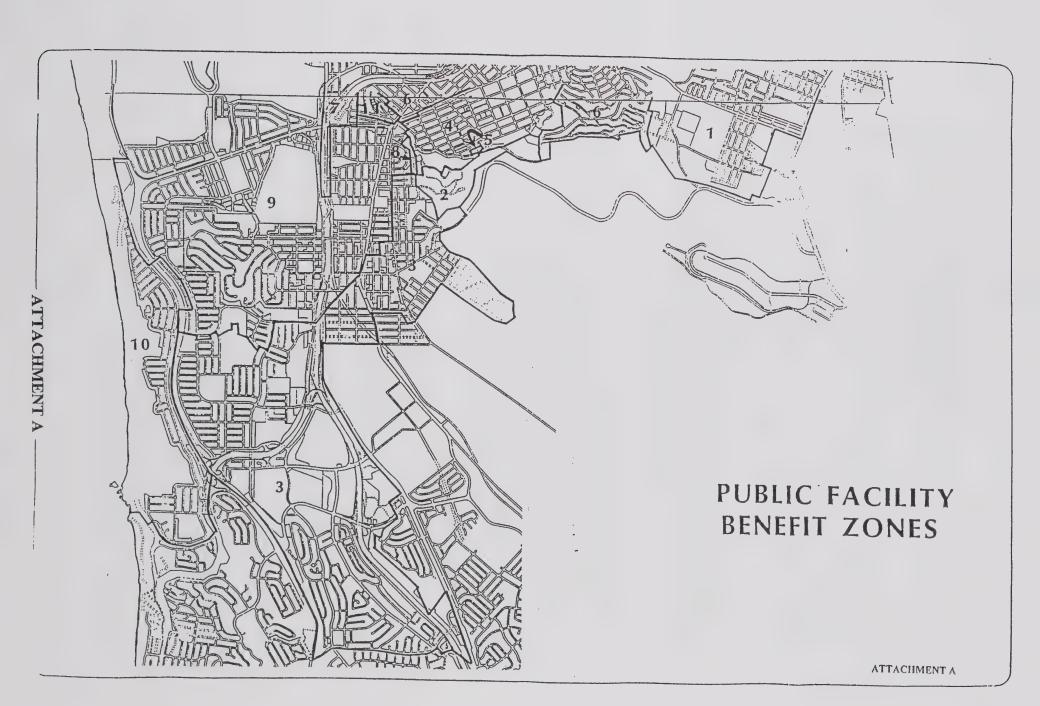
If additional information is necessary, contact the Building Division or the School District.

IV. CITY DIVISION PHONE NUMBERS

If any questions arise concerning specific fees within this document, please call the relevant division. The numbers for the divisions are listed below.

PLANNING DIVISION	(415) 991-8033
BUILDING & ELECTRICAL PERMITS & INSPECTION	(415) 991-8061
FIRE DEPARTMENT	(415) 991-8138
ENGINEERING DIVISION	(415) 991-8064
UTILITY BILLING DIVISION:	(415) 991-8082





CITY OF DALY CITY UNIFORM BUILDING CODE - 1998 FEE SCHEDULE

Amends Chapter 1, entitled Administration, of the 1997 Uniform Building Code, providing for the collection of fees thereof.

BUILDING PERMIT FEES

A fee for each building permit shall be paid to the City of Daly City, as set forth in Table 1-A.

The valuation to be used in computing the permit and plan check fees shall be the total value of all construction work for which the permit is issued, as well as all finish work, painting, roofing, electrical, plumbing, heating, air conditioning, elevators, fire-extinguishing systems, and any other permanent work or permanent equipment. Moveable office furnishings, appliances, stored vehicles, or stock inventories are not to be included in the valuation.

The determination of value or valuation under any of the provisions of this Code shall be made by the Authorized Representative.

The cost per square foot shall be calculated according to the Building Valuation Data schedule listed in the most current issue of Building Standards Monthly, which is printed and circulated by the International Conference of Building Officials. All Modifiers are to be applied as well as the column indicating "Good Construction". Said schedule shall be filed in the Building Division Office.

Supplementary Valuation Data

		FEES
a.	The costs per square foot for one and two family dwellings with additional rooms constructed in	
	either the garage or basement area:	\$30.00
b.	The costs per square foot for tenant improvement work in commercial buildings.	\$40.00

BUILDING DIVISION PLAN REVIEW FEES

When a plan or other data are required are to be submitted, a plan review fee shall be paid at the time of submitting plans and specifications for review. Said plan review fee shall be 65 percent of the building permit fee. The plan review fees are separate fees from the Building Permit fee.

When plans are incomplete or changed so as to require additional plan review, an additional plan review fee may be charged, if deemed necessary by the Authorized Representative. Additional fee shall be 65 percent of the building permit fee.

City of Daly City Building Fees Page 2

When plans are incomplete or changed so as to require additional plan review, an additional plan review fee may be charged, if deemed necessary by the Authorized Representative. Additional fee shall be 65 percent of the building permit fee.

Additional plan review fees required by changes, additions or revisions to approved plans shall be charged at 1.25 times the reviewers hourly rate (one hour minimum).

PLANNING DIVISION PLAN REVIEW FEES

The Planning Division review fee shall be collected at the same time as the Building Division Plan Review Fee.

FIRE DEPARTMENT PLAN REVIEW FEES

The Fire Safety plan review shall be collected at the same time as the Building Division Plan Review Fee.

ENERGY FEES

The Building Division will collect a fee in the amount of 20% of the building permit fee at the time of permit issuance, a combination fee for plan review and inspection of Title 24 energy requirements.

MICROFILM FEE

OTHER DIODECTIONS AND PERC

The fee is to be charged at the rate of 5% of the building permit fee. For permits under \$60.00 the minimum fee will be \$3.00.

PPPC

OTHER INSPECTIONS AND FEES	FEES
Inspection outside of normal business hours (Minimum Charge - one hour).	\$140.00
Inspection for which no fee is specifically indicated (Minimum Charge - one hour).	\$ 70.00
A reinspection fee shall be assessed for each inspection or reinspection when such portion of work for which inspection is called is not complete or when corrections called for are not made (Minimum Charge - one hour).	\$ 70.00

ENFORCEMENT FEES

Fees will be charged in the amount equal to costs incurred by the Building Division staff. These costs will include all time incurred by the Building Division. Hourly rates will include

City of Daly City Building Fees Page 3

supervision, overhead, equipment, hourly wages and fringe benefits of the employees. These fees shall only be charged in the amount over and above the investigation fee.

INVESTIGATION FEES

Whenever any work has commenced for which a permit is required without first having obtained said permit, a special investigation shall be made before a permit may be issued for such work.

An investigation fee, in addition to the permit fee, shall be collected whether or not a permit is then or subsequently issued.

Investigation Fees:

1st time offenders - equal to the amount of the permit fee

2nd time offenders - three times the amount of the permit fee.

3rd or more time offenders - ten times the amount of the permit fee.

The payment of such investigation fee shall not exempt any person from compliance with all provisions of this code nor from any penalty prescribed by law.

This provision shall not apply to emergency work when it shall be provided to the satisfaction of the Authorized Representative that such work was urgently necessary.

ADMINISTRATIVE FEES

FEES

Processing fee for the issuance of a temporary certificate of occupancy (non-refundable)

\$250.00

A cash deposit shall be collected at the time of issuance of the Temporary Certificate of Occupancy in the amount of 1.25 times the valuation of the work outstanding. The valuation is as determined by the administrative authority. Upon failure of the applicant to complete the work on time as agreed, the City may cause the work to be done. This fee is refundable in its entirety upon successful completion of the work by the applicant or partially refundable if the City incurs expense causing said work to be done.

Change of address

\$150.00

Extension of time on either a permit or permit application

\$ 30.00

REPRODUCTION AND DISSEMINATION OF PUBLIC INFORMATION: FEES

Microfilm hard copy (minimum charge \$7.00)

\$ 1.50/page

City of Daly City Building Fees Page 4

Computer Research (1 quarter hour minimum plus \$0.50 each page)

Hourly rate

Facsimile transmission \$2.50 for up to three pages plus \$0.60 for additional pages)

RESIDENTIAL REQUIREMENTS REPORT FEES

3R report fees shall be collected in the amount of \$45.00/report.

FEES REFUNDS

The Authorized Representative may authorize the refund of any permit fee paid when no work has been done under a permit issued in accordance with this code, or for a permit which has been paid and is withdrawn or cancelled. The refund shall be the amount paid less \$75.00.

STATE MANDATED FEES

Alquist Priolo Geologic Hazard Act - Fee Collection

The Building Division of the Department of Economic and Community Development shall collect a fee from each applicant for a building permit within the special studies zones heretofore designated valuation of the proposed construction for which the building permit is issued, as determined by the Chief Building Inspector.

Strong Motion Instrumentation Program

The Building Division of the Department of Economic and Community Development shall collect a fee from each applicant for a building permit, which fee for residential property shall be equal to seven (7) cents per thousand dollars valuation of fifty cents, whichever is higher. Fees for commercial property shall be equal to fifteen (15 cents per thousand dollars valuation or fifty cents whichever is higher. Fees collected shall be deposited in the Strong Motion Instrumentation Special Fund of the State Treasury.

Daly City Building Permit fees Effective July 13, 1998 Page 1 of 2

TABLE 1-A

rage roiz		Positive and										
		Building	Plan	-					Building	Plan	Planning	
Building	Valuation	permit			Microfilm				permi	review	and	Microfilm
Dandarig	valuation	fee	fee	energy	fee		Building	Valuation	fee	fee	energy	fee
\$1.00 to	\$1,000.00	\$36.00	\$23.40	e7 20	e2 00		000.004.00					
\$1,001.00 to		\$36.40			\$3.00 \$3.00		\$53,001.00 to	\$54,000.00	\$583.10		\$116.62	\$29.15
\$1,101.00 to		\$39.10		\$7.82	\$3.00		\$54,001.00 to	\$55,000.00	\$589.16			\$29.46
\$1,201.00 to	,	\$41.79			\$3.00		\$55,001.00 to	\$56,000.00	\$595.23			\$29.76
\$1,301.00 to		\$44.49			\$3.00		\$56,001.00 to	\$57,000.00	\$601.30		\$120.26	\$30.06
\$1,401.00 to		\$47.19		\$9.44	\$3.00		\$57,001.00 to	\$58,000.00	\$607.36			\$30.37
\$1,501.00 to		\$49.88			\$3.00		\$58,001.00 to \$59,001.00 to	\$59,000.00	\$613.43		\$122.69	\$30.67
\$1,601.00 to		\$52.58		\$10.52	\$3.00		\$60,001.00 to	\$60,000.00	\$619.50		\$123.90	\$30.97
\$1,701.00 to	\$1,800.00	\$55.28	\$35.93	\$11.06	\$3.00		\$61,001.00 to	\$61,000.00	\$625.56		\$125.11	\$31.28
\$1,801.00 to	\$1,900.00	\$57.97	\$37.68	\$11.59	\$3.00		\$62,001.00 to	\$62,000.00 \$63,000.00	\$631.63		\$126.33	\$31.58
\$1,901.00 to	\$2,000.00	\$60.67	\$39.43	\$12.13	\$3.03		\$63,001.00 to	\$64,000.00	\$637.70 \$643.77		\$127.54	\$31.88
\$2,001.00 to	\$3,000.00	\$72.80	\$47.32	\$14.56	\$3.64		\$64,001.00 to	\$65,000.00	\$649.83	\$418.45 \$422.39	\$128.75	\$32.19
\$3,001.00 to	\$4,000.00	\$84.94	\$55.21	\$16.99	\$4.25		\$65,001.00 to	\$66,000.00	\$655.90	\$426.33	\$129.97 \$131.18	\$32.49
\$4,001.00 to	\$5,000.00	\$97.07	\$63.10	\$19.41	\$4.85		\$66,001.00 to	\$67,000.00	\$661.97	\$430.28	\$132.39	\$32.79
\$5,001.00 to	,	\$109.20	\$70.98	\$21.84	\$5.46		\$67,001.00 to	\$68,000.00	\$668.03	\$434.22	\$133.61	\$33.10 \$33.40
\$6,001.00 to		\$121.34	\$78.87	\$24.27	\$6.07		\$68,001.00 to	\$69,000.00	\$674.10	\$438.17	\$134.82	\$33.71
\$7,001.00 to		\$133.47	\$86.76	\$26.69	\$6.67		\$69,001.00 to	\$70,000.00	\$680.17	\$442.11	\$136.03	\$34.01
\$8,001.00 to	\$9,000.00	\$145.61	\$94.64	\$29.12	\$7.28		\$70,001.00 to	\$71,000.00	\$686.23	\$446.05	\$137.25	\$34.31
\$9,001.00 to	\$10,000.00	\$157.74	\$102.53	\$31.55	\$7.89		\$71,001.00 to	\$72,000.00	\$692.30	\$450.00	\$138.46	\$34.62
\$10,001.00 to		\$169.87	\$110.42	\$33.97	\$8.49		\$72,001.00 to	\$73,000.00	\$698.37	\$453.94	\$139.67	\$34.92
\$11,001.00 to	\$12,000.00	\$182.01	\$118.30	\$36.40	\$9.10		\$73,001.00 to	\$74,000.00	\$704.43	\$457.88	\$140.89	\$35.22
\$12,001.00 to	\$13,000.00	\$194.14	\$126.19	\$38.83	\$9.71		\$74,001.00 to	\$75,000.00	\$710.50	\$461.83	\$142.10	\$35.53
\$13,001.00 to \$14,001.00 to	\$14,000.00	\$206.27	\$134.08	\$41.25	\$10.31		\$75,001.00 to	\$76,000.00	\$716.57	\$465.77	\$143.31	\$35.83
\$15,001.00 to	\$15,000.00 \$16,000.00	\$218.41	\$141.97	\$43.68	\$10.92		\$76,001.00 to	\$77,000.00	\$722.64	\$469.71	\$144.53	\$36.13
\$16,001.00 to	\$17,000.00	\$230.54 \$242.68	\$149.85	\$46.11	\$11.53		\$77,001.00 to	\$78,000.00	\$728.70	\$473.66	\$145.74	\$36.44
\$17,001.00 to	\$18,000.00	\$254.81	\$157.74 \$165.63	\$48.54 \$50.96	\$12.13		\$78,001.00 to	\$79,000.00	\$734.77	\$477.60	\$146.95	\$36.74
\$18,001.00 to	\$19,000.00	\$266.94	\$173.51	\$53.39	\$12.74 \$13.35		\$79,001.00 to	\$80,000.00	\$740.84	\$481.54	\$148.17	\$37.04
\$19,001.00 to	\$20,000.00	\$279.08	\$181.40	\$55.82	\$13.95		\$80,001.00 to \$81,001.00 to	\$81,000.00 \$82,000.00	\$746.90	\$485.49	\$149.38	\$37.35
\$20,001.00 to	\$21,000.00	\$291.21	\$189.29	\$58.24	\$14.56		\$82,001.00 to	\$83,000.00	\$752.97	\$489.43	\$150.59	\$37.65
\$21,001.00 to	\$22,000.00	\$303.35	\$197.17	\$60.67	\$15.17		\$83,001.00 to	\$84,000.00	\$759.04 \$765.10	\$493.37	\$151.81	\$37.95
\$22,001.00 to	\$23,000.00	\$315.48	\$205.06	\$63.10	\$15.77		\$84,001.00 to	\$85,000.00	\$771.17	\$497.32 \$501.26	\$153.02	\$38.26
\$23,001.00 to	\$24,000.00	\$327.61	\$212.95	\$65.52	\$16.38		\$85,001.00 to	\$86,000.00	\$777.24	\$505.20	\$154.23 \$155.45	\$38.56
\$24,001.00 to	\$25,000.00	\$339.75	\$220.84	\$67.95	\$16.99		\$86,001.00 to	\$87,000.00	\$783.30	\$509.15	\$155.45	\$38.86 \$39.17
\$25,001.00 to	\$26,000.00	\$348.51	\$226.53	\$69.70	\$17.43		\$87,001.00 to	\$88,000.00	\$789.37	\$513.09	\$150.87	\$39.17
\$26,001.00 to	\$27,000.00	\$357.27	\$232.23	\$71.45	\$17.86		\$88,001.00 to	\$89,000.00	\$795.44	\$517.03	\$159.09	\$39.77
\$27,001.00 to	\$28,000.00	\$366.04	\$237.92	\$73.21	\$18.30		\$89,001.00 to	\$90,000.00	\$801.50	\$520.98	\$160.30	\$40.08
\$28,001.00 to	\$29,000.00	\$374.80	\$243.62	\$74.96	\$18.74		\$90,001.00 to	\$91,000.00	\$807.57	\$524.92	\$161.51	\$40.38
\$29,001.00 to	\$30,000.00	\$383.56	\$249.32	\$76.71	\$19.18		\$91,001.00 to	\$92,000.00	\$813.64	\$528.87	\$162.73	\$40.68
\$30,001.00 to	\$31,000.00	\$392.33	\$255.01	\$78.47	\$19.62		\$92,001.00 to	\$93,000.00	\$819.71	\$532.81	\$163.94	\$40.99
\$31,001.00 to	\$32,000.00	\$401.09	\$260.71	\$80.22	\$20.05		\$93,001.00 to	\$94,000.00	\$825.77	\$536.75	\$165.15	\$41.29
\$32,001.00 to \$33,001.00 to	\$33,000.00 \$34,000.00	\$409.85 \$418.62	\$266.40	\$81.97	\$20.49		\$94,001.00 to	\$95,000.00	\$831.84	\$540.70	\$166.37	\$41.59
\$34,001.00 to	\$35,000.00	\$418.62	\$272.10 \$277.80	\$83.72	\$20.93		\$95,001.00 to	\$96,000.00	\$837.91	\$544.64	\$167.58	\$41.90
\$35,001.00 to	\$36,000.00	\$436.14	\$283.49	\$85.48 \$87.23	\$21.37		\$96,001.00 to	\$97,000.00	\$843.97	\$548.58	\$168.79	\$42.20
\$36,001.00 to	\$37,000.00	\$444.91	\$289.19	\$88.98	\$21.81 \$22.25		\$97,001.00 to	\$98,000.00	\$850.04	\$552.53	\$170.01	\$42.50
\$37,001.00 to	\$38,000.00	\$453.67	\$294.89	\$90.73	\$22.68		\$98,001.00 to \$99,001.00 to	\$99,000.00	\$856.11	\$556.47	\$171.22	\$42.81
\$38,001.00 to	\$39,000.00	\$462.43	\$300.58	\$92.49	\$23.12	-	\$100,001.00 to	\$100,000.00 \$101,000.00	\$862.17	\$560.41	\$172.43	\$43.11
\$39,001.00 to	\$40,000.00	\$471.20	\$306.28	\$94.24	\$23.56		\$101,001.00 to	\$102,000.00	\$866.89 \$871.61	\$563.48	\$173.38	\$43.34
\$40,001.00 to	\$41,000.00	\$479.96	\$311.97	\$95.99	\$24.00		\$102,001.00 to	\$103,000.00	\$876.33	\$566.55 \$569.61	\$174.32	\$43.58
\$41,001.00 to	\$42,000.00	\$488.72	\$317.67	\$97.74	\$24.44		\$103,001.00 to	\$104,000.00	\$881.05	\$572.68	\$175.27	\$43.82
\$42,001.00 to	\$43,000 00	\$497.49	\$323.37	\$99.50	\$24.87		\$104,001.00 to	\$105,000.00	\$885.77	\$575.75	\$176.21 \$177.15	\$44.05 \$44.29
\$43,001.00 to	\$44,000.00	\$506.25	\$329.06	\$101.25	\$25.31		\$105,001.00 to	\$106,000.00	\$890.49	\$578.82	\$177.15	\$44.29 \$44.52
\$44,001.00 to	\$45,000.00	\$515.01	\$334.76	\$103.00	\$25.75		\$106,001.00 to	\$107,000.00	\$895.20	\$581.88	\$179.04	\$44.76
\$45,001.00 to	\$46,000.00	\$523.78	\$340.45	\$104.76	\$26.19		\$107,001.00 to	\$108,000.00	\$899.92	\$584.95	\$179.98	\$45.00
\$46,001.00 to	\$47,000.00	\$532.54	\$346.15	\$106.51	\$26.63		\$108,001.00 to	\$109,000.00	\$904.64	\$588.02	\$180.93	\$45.23
\$47,001.00 to	\$48,000.00	\$541.30	\$351.85	\$108.26	\$27.07	_	\$109,001.00 to	\$110,000.00	\$909.36	\$591.08	\$181.87	\$45.47
\$48,001.00 to	\$49,000.00	\$550.07	\$357.54	\$110.01	\$27.50							
\$49,001.00 to	\$50,000.00	\$558.83	\$363.24	\$111.77	\$27.94							
\$50,001.00 to	\$51,000.00	\$564.90	\$367.18	\$112.98	\$28.24							
\$51,001.00 to \$52,001.00 to	\$52,000.00 \$53,000.00	\$570.96 \$577.03	\$371.13 \$375.07	\$114.19	\$28.55							
\$32,001.00 (O	\$53,000.00	\$577.03	\$375.07	\$115.41	\$28.85							

Daly City Building Permit fees Effective July 13, 1998 Page 2 of 2

		Building	Plan	Planning	
		permit		and	Microfilm
Building	Valuation			energy	fee
				0,	
\$110,001.00 to	\$111,000.00	\$914.08	\$594.15	\$182.82	\$45.70
\$111,001.00 to	\$112,000.00	\$918.80	\$597.22	\$183.76	\$45.94
\$112,001.00 to	\$113,000.00	\$923.52	\$600.29	\$184.70	\$46.18
\$113,001.00 to	\$114,000.00	\$928.24	\$603.35	\$185.65	\$46,41
\$114,001.00 to	\$115,000.00	\$932.95	\$606.42	\$186.59	\$46.65
\$115,001.00 to	\$116,000.00	\$937.67	\$609.49	\$187.53	\$46.88
\$116,001.00 to	\$117,000.00	\$942.39	\$612.55	\$188.48	\$47.12
\$117,001.00 to	\$118,000.00	\$947.11	\$615.62	\$189.42	\$47.36
\$118,001.00 to	\$119,000.00	\$951.83	\$618.69	\$190.37	\$47.59
\$119,001.00 to	\$120,000.00	\$956.55	\$621.76	\$191.31	\$47.83
\$120,001.00 to	\$121,000.00	\$961.27	\$624.82	\$192.25	\$48.06
\$121,001.00 to	\$122,000.00	\$965.99	\$627.89	\$193.20	\$48.30
\$122,001.00 to	\$123,000.00	\$970.70	\$630.96	\$194.14	\$48.54
\$123,001.00 to	\$124,000.00	\$975.42	\$634.02	\$195.08	\$48.77
\$124,001.00 to	\$125,000.00	\$980.14	\$637.09	\$196.03	\$49.01
\$125,001.00 to	\$126,000.00	\$984.86	\$640.16	\$196.97	\$49.24
\$126,001.00 to	\$127,000.00	\$989.58	\$643.23	\$197.92	\$49.48
\$127,001.00 to	\$128,000.00	\$994.30	\$646.29	\$198.86	\$49.71
\$128,001.00 to	\$129,000.00	\$999.02	\$649.36	\$199.80	\$49.95
\$129,001.00 to	\$130,000.00	\$1,003.73	\$652.43	\$200.75	\$50.19
\$130,001.00 to	\$131,000.00	\$1,008.45	\$655.49	\$201.69	\$50.42
\$131,001.00 to	\$132,000.00	\$1,013.17	\$658.56	\$202.63	\$50.66
\$132,001.00 to	\$133,000.00	\$1,017.89	\$661.63	\$203.58	\$50.89
\$133,001.00 to	\$134,000.00	\$1,022.61	\$664.70	\$204.52	\$51.13
\$134,001.00 to	\$135,000.00	\$1,027.33	\$667.76	\$205.47	\$51.37
\$135,001.00 to	\$136,000.00	\$1,032.05	\$670.83	\$206.41	\$51.60
\$136,001.00 to	\$137,000.00	\$1,036.77	\$673.90	\$207.35	\$51.84
\$137,001.00 to	\$138,000.00	\$1,041.48	\$676.96	\$208.30	\$52.07
\$138,001.00 to	\$139,000.00	\$1,046.20	\$680.03	\$209.24	\$52.31
\$139,001.00 to	\$140,000.00	\$1,050.92	\$683.10	\$210.18	\$52.55
\$140,001.00 to	\$141,000.00	\$1,055.64	\$686.17	\$211.13	\$52.78
\$141,001.00 to	\$142,000.00	\$1,060.36	\$689.23	\$212.07	\$53.02
\$142,001.00 to	\$143,000.00	\$1,065.08	\$692.30	\$213.02	\$53.25
\$143,001.00 to	\$144,000.00	\$1,069.80	\$695.37	\$213.96	\$53.49
\$144,001.00 to	\$145,000.00	\$1,074.52	\$698.44	\$214.90	\$53.73
\$145,001.00 to	\$146,000.00	\$1,079.23	\$701.50	\$215.85	\$53.96
\$146,001.00 to	\$147,000.00	\$1,083.95	\$704.57	\$216.79	\$54.20
\$147,001.00 to	\$148,000.00	\$1,088.67	\$707.64	\$217.73	\$54.43
\$148,001.00 to	\$149,000.00	\$1,093.39	\$710.70	\$218.68	\$54.67
\$149,001.00 to	\$150,000.00	\$1,098.11	\$713.77	\$219.62	\$54.91
\$150,001.00 to	\$151,000.00	\$1,102.83	\$716.84	\$220.57	\$55.14
\$151,001.00 to	\$152,000.00	\$1,107.55	\$719.91	\$221.51	\$55.38
\$152,001.00 to	\$153,000.00	\$1,112.27	\$722.97	\$222.45	\$55.61
\$153,001.00 to	\$154,000.00	\$1,116.98	\$726.04	\$223.40	\$55.85
\$154,001.00 to	\$155,000.00	\$1,121.70	\$729.11	\$224.34	\$56.09
\$155,001.00 to	\$156,000.00	\$1,126.42	\$732.17	\$225.28	\$56.32
\$156,001.00 to	\$157,000.00	\$1,131.14	\$735.24	\$226.23	\$56.56
\$157,001.00 to	\$158,000.00	\$1,135.86	\$738.31	\$227.17	\$56.79
\$158,001.00 to	\$159,000.00	\$1,140.58	\$741.38	\$228.12	\$57.03
\$159,001.00 to	\$160,000.00	\$1,145.30	\$744.44	\$229.06	\$57.26
\$160,001.00 to	\$161,000.00	\$1,150.01	\$747.51	\$230.00	\$57.50
\$161,001.00 to	\$162,000.00	\$1,154.73	\$750.58	\$230.95	\$57.74
\$162,001.00 to	\$163,000.00	\$1,159.45	\$753.64	\$231.89	\$57.97
\$163,001.00 to	\$164,000.00	\$1,164.17	\$756.71	\$232.83	\$58.21
\$164,001.00 to	\$165,000.00	\$1,168.89	\$759.78	\$233.78	\$58.44
\$165,001.00 to	\$166,000.00	\$1,173.61	\$762.85	\$234.72	\$58.68

			Building	Plan	Planning	
			permit	review	and	Microfilm
	Building	Valuation	fee	fee	energy	fee
	\$166,001.00 to	\$167,000.00	\$1,178.33	\$765.91	\$235.67	\$58.92
	\$167,001.00 to	\$168,000.00	\$1,183.05	\$768.98	\$236.61	\$59.15
	\$168,001.00 to	\$169,000.00	\$1,187.76	\$772.05	\$237.55	\$59.39
	\$169,001.00 to	\$170,000.00	\$1,192.48	\$775.11	\$238.50	\$59.62
	\$170,001.00 to	\$171,000.00	\$1,197.20	\$778.18	\$239.44	\$59.86
	\$171,001.00 to	\$172,000.00	\$1,201.92	\$781.25	\$240.38	\$60.10
	\$172,001.00 to	\$173,000.00	\$1,206.64	\$784.32	\$241.33	\$60.33
	\$173,001.00 to	\$174,000.00	\$1,211.36	\$787.38	\$242.27	\$60.57
	\$174,001.00 to	\$175,000.00	\$1,216.08	\$790.45	\$243.22	\$60.80
	\$175,001.00 to	\$176,000.00	\$1,220.80	\$793.52	\$244.16	\$61.04
	\$176,001.00 to	\$177,000.00	\$1,225.51	\$796.58	\$245.10	\$61.28
	\$177,001.00 to	\$178,000.00	\$1,230.23	\$799.65	\$246.05	\$61.51
	\$178,001.00 to	\$179,000.00	\$1,234.95	\$802.72	\$246.99	\$61.75
	\$179,001.00 to	\$180,000.00	\$1,239.67	\$805.79	\$247.93	\$61.98
	\$180,001.00 to	\$181,000.00	\$1,244.39	\$808.85	\$248.88	\$62.22
	\$181,001.00 to	\$182,000.00	\$1,249.11	\$811.92	\$249.82	\$62.46
	\$182,001.00 to	\$183,000.00	\$1,253.83	\$814.99	\$250.77	\$62.69
	\$183,001.00 to	\$184,000.00	\$1,258.54	\$818.05	\$251.71	\$62.93
	\$184,001.00 to	\$185,000.00	\$1,263.26	\$821.12	\$252.65	\$63.16
	\$185,001.00 to	\$186,000.00	\$1,267.98	\$824.19	\$253.60	\$63.40
	\$186,001.00 to	\$187,000.00	\$1,272.70	\$827.26	\$254.54	\$63.64
	\$187,001.00 to	\$188,000.00	\$1,277.42	\$830.32	\$255.48	\$63.87
	\$188,001.00 to	\$189,000.00	\$1,282.14	\$833.39	\$256.43	\$64.11
_	\$189,001.00 to	\$190,000.00	\$1,286.86	\$836.46	\$257.37	\$64.34
	\$190,001.00 to	\$191,000.00	\$1,291.58	\$839.52	\$258.32	\$64.58
	\$191,001.00 to	\$192,000.00	\$1,296.29	\$842.59	\$259.26	\$64.81
	\$192,001.00 to	\$193,000.00	\$1,301.01	\$845.66	\$260.20	\$65.05
	\$193,001.00 to	\$194,000.00	\$1,305.73	\$848.73	\$261.15	\$65.29
	\$194,001.00 to	\$195,000.00	\$1,310.45	\$851.79	\$262.09	\$65.52
	\$195,001.00 to	\$196,000.00	\$1,315.17	\$854.86	\$263.03	\$65.76
	\$196,001.00 to	\$197,000.00	\$1,319.89	\$857.93	\$263.98	\$65.99
	\$197,001.00 to	\$198,000.00	\$1,324.61	\$860.99	\$264.92	\$66.23
	\$198,001.00 to	\$199,000.00	\$1,329.33	\$864.06	\$265.87	\$66.47
	\$199,001.00 to	\$200,000.00	\$1,334.04	\$867.13	\$266.81	\$66.70

\$200,001 to \$500,000

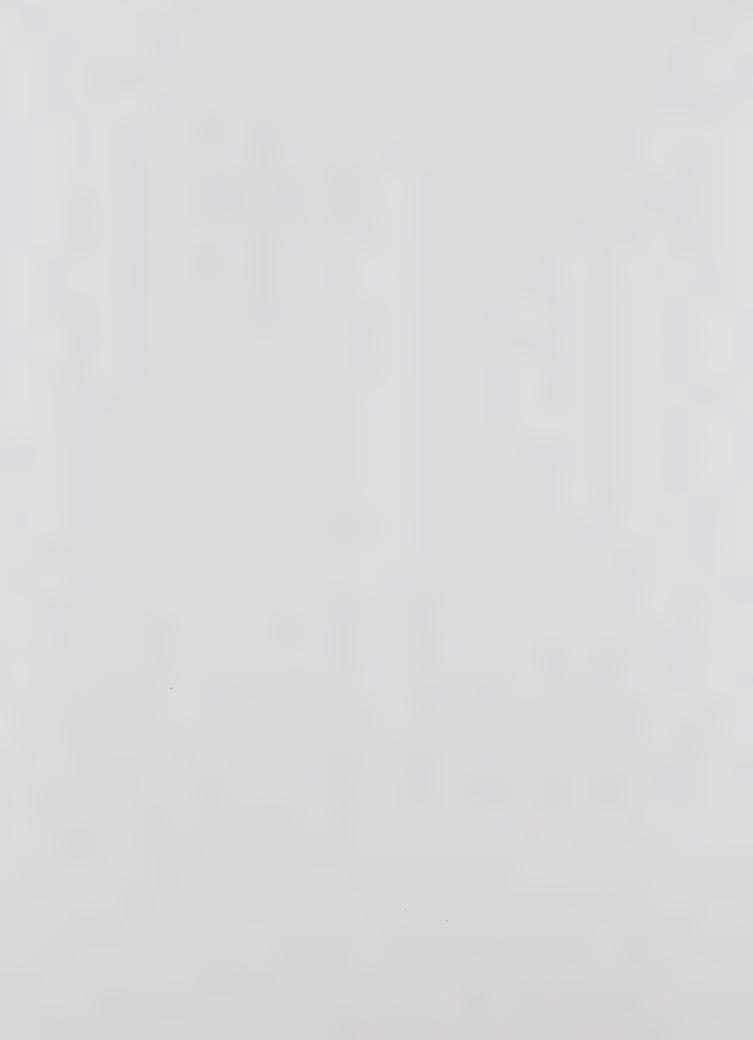
1,334.04 for the first \$200,000 and plus \$4.72 for each additional \$1,000 or fraction thereof.

\$500,001 to \$1,000,000

2.749.65 for the first \$500,000 and plus \$4.05 for each additional \$1,000 or fraction thereof.

\$1,000,001 and up

4,771.95 for the first 1,000,000 and plus 2.70 for each additional 1,000 or fraction thereof.



CITY OF DALY CITY NATIONAL ELECTRICAL CODE - 1998 FEE SCHEDULE

Amends Chapter 1, entitled Administration, of the 1996 Edition of the National Electrical Code, provided for the collection of fees thereof.

PERMIT ISSUANCE]	<u>FEES</u>
For issuing each permit	\$	36.00
For issuing each supplemental permit to original applicant	\$	5.00
SYSTEM FEE SCHEDULE (The following do not include permit issuin	g fe	<u>e.)</u>
For new single and two-family residential buildings, including all wiring and electrical equipment in or on each building or premises, excluding the area of garages, carports and other minor accessory buildings, constructed at the same time by applicant;		4.0
per square foot	\$.10
For new residential garage and storage areas, per square foot	\$.05
For new multi-family residential buildings, apartments and condominiums, having three or more living units, including all wiring and electrical equipment in or on each building, excluding the area of garages and carports, constructed at the same time by the applicant; per square foot	\$.10
For new multi-family residential garage and storage areas; per square foot	\$.05
For new commercial or industrial buildings including all wiring and electrical equipment in or on each building,		
excluding the area garages, constructed at the same time by applicant; per square foot	\$.10
For new commercial or industrial garage areas; per square foot	\$.05
For new commercial or industrial building of the uncompleted "SHELL" type use the 'UNIT FEE SCHEDULE".		

City of Daly City Electrical Fees Page 2

For alterations, additions and modifications to uncompleted 'SHELL" type commercial or industrial buildings, including all wiring and electrical equipment associated with a particular area, installed or constructed by the applicant;

per square foot

FEES

\$.10

For alterations, addition and modifications to existing single and multi-family buildings, excluding the area of garages, carports and minor accessory buildings, constructed at the same time by applicant;

per square foot

\$.10

UNIT FEE SCHEDULE (The following do not include permit issuing fee).

The following unit fees shall be used for electrical installations not described elsewhere.

Receptable, Switch and Lighting Outlets

For receptable, switch lighting or other outlets at which current is used or controlled, except services, feeders and meters, each

\$.75

(Note For multi-outlet assemblies, each 5 feet or fraction thereof may be considered as one outlet

Lighting Fixtures

For lighting fixtures, sockets or other lamp-holding devices; each

\$.75

Residential Appliances:

For fixed residential appliances or receptacle outlets for same, including wall-mounted electric ovens, countermounted cooking tops; electric ranges; self contained room, console or through-wall air conditioners; space heaters; food waste grinders, dishwashers; washing machines; water heaters; clothes dryers or other motor operated appliances not exceeding one horsepower (HP) in rating; each

\$ 3.00

Non-residential Appliances FEES For commercial appliances and self contained factory wired, non-residential appliances not exceeding one horsepower (HP), kilowatt (KW) or kilovolt ampere (IVA), in rating including medical and dental devices; food. beverages and ice cream cabinets; illuminated show cases: drinking fountains; vending machines, laundry machines; or other similar types of equipment; each \$ 3.00 NOTE: For other types of air conditioners and other motor driving appliances having larger electrical ratings, see POWER APPARATUS. Computer Terminals For computer terminal outlets, each \$.75 Privately Owned Non-Franchised Telephones Outlet, each \$.75 Power Apparatus for motors; generators, transformer rectifiers; synchronous converters, capacitors, industrial heating; air conditioners and heat pumps; cooking or baking equipment and other apparatus as follows: Ratings in horsepower (HP), kilowatts (KW), kilovoltsamperes (KVA), or kilowatts-amperes-reactive (KVAAR) Up to and including 1, each \$ 3.00 Over 1 and not over 10, each \$ 7.50 Over 10 and not over 50, each \$ 15.00 Over 50 and not over 100, each \$ 45.00 NOTE: For equipment or appliances having more than one motor, transformer, heater, etc., the sum of the combined ratings may be used. These fees include all switches, circuit breakers, contactors, thermostats,

relays and other directly related control equipment.

Buswa	ays	Busways				
	For trolley an thereof	d plug-in type busways, each 100 feet or fraction	\$ 5.00			
	NOTE:	An additional fee will be required for lighting fixtures, motors and other appliances that are connected to trolley and plug-in type busways. No fee is required for portable tools.				
Signs,	Outline Lighti	ng and Marquees				
		line lighting systems or marquees one break circuit, each	\$ 15.00			
		l branch circuits within the same sign, ning system or marquee, each	\$ 3.00			
Servic	es					
	For services o in rating, each	of 60 volts or less and over 10 amperes	None			
	For services o amperes in rat	of 600 volts or less and not over 200 ting, each	\$ 18.50			
		of 60 volts or less and over 200 amperes eres in rating, each	\$ 37.50			
	For services o rating, each	ver 600 volts or over 1,000 amperes in	\$ 75.00			
	electrical appa	s Apparatus, Conduits and Conductors for aratus, conduits and conductors for which a ired but for which no fee is herein set forth	\$ 11.00			
	NOTE:	This fee is not applicable when a fee is paid for one or more services outlets, fixtures, appliances, power apparatus, busways, signs or other equipment.				

PRIVATE SWIMMING POOLS	FEES
For new private, residential, in-ground swimming pools for single-family, multi-family occupancies including a complete system of necessary branch circuit wiring, bonding, grounding, underwater lighting, water pumping and other similar electrical equipment directly related to the operation of a swimming pool, each	\$ 30.00
For other types of swimming pools, therapeutic whirlpools, spas and alterations to existing swimming pools, use the UNIT FEE SCHEDULE	
CARNIVAL AND CIRCUSES	
Carnivals, circuses or other traveling shows or exhibitions utilizing transportable-type rides, booths, displays and attractions.	
For electric generators and electrically drive rides, each	\$ 15.00
For mechanical driven rides and walk through attractions or displays having electric lighting, each	\$ 5.00
For a system of area and booth lighting, each	\$ 5.00
TEMPORARY POWER SERVICE	
For a temporary service power pole or pedestal including all pole or pedestal-mounted receptacle outlets and appurtenances, each	\$ 15.00
OTHER INSPECTIONS AND FEES	
Inspection outside of normal business hours (Minimum Charge - one hour).	\$140.00
Inspection for which no fees is specifically indicated (Minimum Charge - one hour).	\$ 70.00
A reinspection fee shall be assessed for each inspection or reinspection when such portion of work for which inspection is called is not complete or when corrections called for are not	
made (Minimum Charge - one hour).	\$ 70.00

City of Daly City Electrical Fees Page 6

MICROFILM FEE

The fee is to be charged at the rate of 5% of the electrical permit fee. For permits under \$60.00 the minimum fee will be \$3.00.

INVESTIGATION FEES

Whenever any work has commenced for which a permit is required without first having obtained said permit, a special investigation shall be made before a permit may be issued for such work.

An investigation fee, in addition to the permit fee, shall be collected whether or not a permit is t hen or subsequently issued.

Investigation fees:

1st time offenders - equal to the amount of the permit fee.

2nd time offenders - three times the amount of the permit fee.

3 or more times offenders - ten times the amount for the permit fee.

The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code nor from any penalty prescribed by law.

This provision shall not apply to emergency work when it shall be proved to the satisfaction of the Authorized Representative that such work was urgently necessary.

FEE REFUNDS

The Authorized Representative may authorize the refund of any permit fee paid when no work has been done under a permit issued in accordance with this code, or for a permit which has been paid and is withdrawn or cancelled. The refund shall be the amount paid less \$75.00.

CITY OF DALY CITY UNIFORM PLUMBING CODE - 1998 SCHEDULE OF FEES

Amends Chapter 1, entitled Administration, Section 103.4, of the 1997 Uniform Plumbing Code, provided for the collection of fees.

	Ţ	FEES
For the issuance of each permit	\$	36.00
For issuing each supplemental permit	\$	10.00
For each plumbing fixture or trap or set of fixtures on one trap (including, water, drainage, piping and backflow protection therefor)	\$	7.00
Rainwater systems - per drain	\$	7.00
For each private sewage pump system	\$:	25.00
For each water heater and/or vent	\$	7.00
For each gas piping system of one (1) to four (4) outlets	\$	5.00
For each gas piping system of five (5) or more, per outlet	\$	1.00
For each industrial waste pre-treatment interceptor, including its trap and vent, excepting kitchen type grease interceptors functioning as fixture traps	\$	7.00
For installation, alteration or repair of water piping and/or water treating equipment	\$:	10.00
For repair or alteration of drainage or vent piping	\$	7.00
For each lawn sprinkler system on any one meter, including backflow protection devices therefore	\$	7.00
For vacuum breakers or backflow protective devices on tanks, vats, etc. or for installation on unprotected plumbing fixtures, including necessary water piping		
one (1) to four (4)		5.00
five (5) or more EACH	\$	1.00

City of Daly City Plumbing Fees Page 2

<u>FEES</u>
\$ 50.00
\$ 40.00
\$ 50.00
\$ 5.00
\$140.00/hour
\$ 70.00/hour
\$ 70.00/hour

MICROFILM FEE

The fee is to be charged at the rate of 5% of the plumbing permit fee. For permits under \$60.00 the minimum fee will be \$3.00.

INVESTIGATION FEES

Whenever any work has commenced for which a permit is required without first having obtained said permit, a special investigation shall be made before a permit may be issued for such work.

An investigation fee, in addition to the permit fee, shall be collected whether or not a permit is then or subsequently issued.

1st time offenders - equal to the amount of the permit fee:

2nd time offenders - three times the amount of the permit fees;

3 or more times offenders - ten times the amount of the permit fee

City of Daly City Plumbing Fees Page 3

The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code nor from any penalty prescribed by law.

This provision shall not apply to emergency work when it shall be proved to the satisfaction of the Authorized Representative that such work was urgently necessary.

FEE REFUNDS

The Authorized Representative may authorize the refund of any permit fee paid when no work has been done under a permit issued in accordance with this code, or for a permit which has been paid and is withdrawn or cancelled. The refund shall be the amount paid less \$75.00.

CITY OF DALY CITY UNIFORM MECHANICAL CODE - 1998 SCHEDULE OF FEES

Amends Chapter 1, entitled Administration, Section 115, Table No. 1-1 of the 1997 Uniform Mechanical Code, providing for the collection of fees.

PERI	MIT ISSUAN	<u>CE</u>	<u>FEES</u>		
1.	For the issu	nance of each permit	\$ 36.00		
2.	For issuing	each supplemental permit	\$ 6.50		
UNIT	FEE SCHEI	DULE			
1.	For the inst gravity-type attached to wall heater	\$ 13.25			
2.	appliance v	allation, relocation or replacement of each ent installed and not included in an appliance for each ventilation fan connected to a single	\$ 6.50		
3.	For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption, or evaporative cooling system, including installation of controls regulated by this Code.				
4.	For the insta or each abso	\$20.00			
5.	For each air	-handling unit, including ducts attached thereto	\$13.25		
	NOTE:	This fee shall not apply to an air handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in this Code.			
6.	For the insta other than p not a portion				

authorized by permit, for each hood which is served by

mechanical exhaust including the duct for such hood, for incineration, and for each appliance or piece of equipment regulated by this code but not classed in other appliance categories for which no other fee is listed in this code.

\$ 9.50

PERMIT FEES FOR FUEL-GAS PIPING

See Plumbing Code Schedule of Fees

PERMIT FEES FOR PROCESS PIPING

1.	For each hazardous process piping (HPP of one to four outlets	\$ 5.00
2.	For each piping system of five or more outlets, per outlet	\$ 1.00
3.	For each nonhazardous process piping system (NPP) of one to four outlets	\$ 2.00
4.	For each piping system of five or more outlets, per outlet	\$ 0.50

OTHER INSPECTIONS AND FEES

1.	(Minimum charge - one hour).	\$140.00/hour
2.	Inspections for which no fee is specifically indicated (Minimum charge - one hour)	\$ 70.00/hour

3. A reinspection fee may be assessed for each inspection or reinspection when such portion of work for which inspection is called is not complete or when corrections called for are not made (Minimum charge - one hour). \$70.00/hour

MICROFILM FEE

The fee is to be charged at the rate of 5% of the mechanical permit fee. For permits under \$60.00 the minimum fee will be \$3.00.

INVESTIGATION FEES

Whenever any work has commenced for which a permit is required without first having obtained said permit, a special investigation shall be made before a permit may be issued for such work.

City of Daly City Mechanical Fees Page 3

An investigation fee, in addition to the permit fee, shall be collected whether or not a permit is then or subsequently issued.

Investigation Fee:

1st time offenders - equal to the amount of the permit fee.

2nd time offenders - three times the amount of the permit fees

3 or more times offenders - ten times the amount of the permit fee.

The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code nor from any penalty prescribed by law.

FEE REFUNDS

The Authorized Representative may authorize the refund of any permit fee paid when no work has been done under a permit issued in accordance with this code, or for a permit which has been paid and is withdrawn or cancelled. The refund shall be the amount paid less \$75.00.

FIXTURE UNIT SCHEDULE

Residential

Bathtub	2
Bathtub with shower head	. 3
Bidets	. 2
Dishwasher (undercounter)	2
Floor Drain	2
Laundry tubs and trays	2
Laundry (clotheswashing machine)	2
Lavatory (wash basin), single	. 1
Lavatory (wash basin), double	2
Shower, single stall	. 2
Sink (bar) (*)	1
Sink (kitchen) (**)	. 2
Water Closet	6
(*) 1-1/2" minimum waste line (**) 2" minimum waste line	
Commercial	
Car Wash	
Dental Units (cupsidor)	
Drinking Fountain (per head)	
Dishwasher (commercial)	
Laundry tubs and trays	
Laundry (self service clothes washing machine)	
Laundry (commercial)	. 8
Interceptor for grease, oil, solids, etc	
Interceptor for sand, auto wash, etc	
Receptor (floor sink)	1
Indirect waste for: Coffee urn, refrigerator, water station	
Indirect waste for: Airwasher, commercial sink, dishwasher	
Recreational Vehicle Dump Station	
Recreational Vehicle Park (per space)	
Shower, gang (one unit per head)	
Sink (bar) (**)	
Sink (flushing-rim clinic)	
Sink (wash-up, washfountain, etc.) (**) - commercial or industrial, schools, etc	
Trailer park trap (1 per trailer)	
Urinal (stall)	
Urinal (trough-per 2 feet) (**)	
Urinal (wall) (**)	
Wash fountain (**)	
Wash-up sink (**)	3

Drain line stubs which provide a means for future extension of drains shall be assigned the number of fixture units listed in the following schedule:

	Diameter of Drain Line 1-1/2 inches and smaller 2 inches 2-1/2 inches	Fixture Units 2 3
	inches inches	5
Swimming Pools:		
	2" discharge pipe 3" discharge pipe 4" discharge pipe	4 6 8

Connection Fees: 87-920-105-3921 Inspection Fees: 87-920-105-3359

INDEX OF STATE REQUIREMENTS FOR THE HOUSING ELEMENT

THE MATERIALS TO THE LEFT ON THE CHART BELOW INDICATE SPECIFIC STATE LAW REQUIREMENTS FOR HOUSING ELEMENTS. THE COLUMN TO THE RIGHT INDICATES WHERE THIS MATERIAL IS FOUND IN THE HOUSING ELEMENT.

Codified policy

Article 10.6, Chapter 3, Division 1, Title 7, Section 65583

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Land Use Element

1 Introduction

Scope and Role of the Land Use Element

Daly City's predominant land use character has been established as a residential community with housing opportunities for middle income households. The majority of commercial land uses are retail and neighborhood serving establishments created along transportation corridors. Regional demand for consumer items occurs in limited locations within the City. Although these statements are true, they do not

reveal the changing nature of Daly City.

The character of the City has been established by land use decisions made in the past, yet there are many such decisions to be made in the near future. Mature cities that have limited future growth capacity are not necessarily stagnant. Commercial cores may be intensified, remnant infill sites are available, and reinvestment for some locations and land uses can be made attractive for redevelopment. Maturity in the character of a city does not imply that there is a void in future land use decisions. This plan provides the framework for those decisions. The Land Use Element of the General Plan guides the future development of vacant lands and underutilized parcels in the City. This chapter accomplishes this by establishing, in general, areas for residential, commercial, and industrial uses.

Although Land Use is only one element in the General Plan, it constitutes the vital core which synthesizes and thus brings consistency to the proposals of each individual element into an citywide plan that will support the future development and open space network for the City. The plan is intended to provide guidance for a five year period and should be reevaluated yearly to ensure that the policies, objectives and programs

are still relevant.

The background section discusses briefly the relationship between land use policy for Daly City and outside jurisdictions that affect such policy. Since the General Plan is at the top of the hierarchy of land use policy, it is imperative to coordinate it with recent planning efforts that work toward a more specific level of detail. The existing land use section describes the City as it is today. The discussion presents land use issues by neighborhood, specific plan area and citywide scales. Based on the analysis of existing development patterns, an appropriate set of land use categories is used to distinguish the different levels of density and intensity of use throughout the City. Finally, the goal, objectives, policies, and implementation programs are presented and intended to provide a framework for public review and debate.

State Planning Law

State planning law requires every City and County to adopt a Land Use Element which shows the general distribution, location, density, and intensity of land uses for all parts of the jurisdiction. The City must adopt a set of goals and policies that are coordinated with the proposed land use designations. In particular, Section 65302(a) of the California Government Code states that Land Use Elements must:

- Establish a pattern of land use for housing, business, industry, open space, including agriculture, natural resources, recreation, education and public buildings, solid and liquid waste facilities;
- Set clear standards for density of population and the intensity of development proposed land uses; and
- Identify areas which are subject to flooding.



Land use patterns-single family homes

2 Background Information

Relationship to Other Jurisdictions

This section identifies other governmental jurisdictions, or decision making bodies, that influence the manner in which land use decisions are made in Daly City. Influence on land use policy varies considerably depending on the significance of a particular land use issue and the legal authority of the outside agency.

San Mateo County

Areas in the County General Plan that affect Daly City are Broadmoor Village and Unincorporated Colma. The County Plan recognizes that these areas are within the Daly City Sphere of Influence. This is a designation given to areas by the Local Agency Formation Commission that indicates the area could be annexed to Daly City in the future. Broadmoor is developed as a single family neighborhood and will remain as such for the forseeable future.

Unincorporated Colma is an area that is anticipated to change with the influx of the BART tailtrack extension. The County Plan establishes, as a priority, protection of moderate income housing opportunities in the area. While the County retains the decision making authority in these areas, Daly City has a vital interest in future development proposals because of the close proximity to the city. When land use issues are raised, the County will consider the input of Daly City residents and city officials. It should be noted that some County-wide policies regarding land use, transportation, and resource protection can affect the City.

Daly City Redevelopment Agency

The Daly City Redevelopment Agency was created in 1972 to foster the commercial development of both Mission Street and Junipero Serra Boulevard. On Mission Street there are numerous underutilized parcels that will be intensified over time. The Redevelopment Agency has adopted Design Guidelines and a Commercial Improvement Program to help in the implementation of quality development on Mission Street. The Junipero Serra Boulevard portion of the Redevelopment Area has been designated as a Specific Plan area in this General Plan. The City has adopted the Peninsula Gateway Specific Plan to guide future development and attract investment. The Gateway Plan is described in more detail later in this chapter.

Local Agency Formation Commission (LAFCo)

Every County in the State has a LAFCo. This is a commission created to oversee the creation of new jurisdictions, such as a new city or special single purpose district, as well as review proposed changes in the boundary of a city. Usually these changes in city limits are requested in order to expand a city's jurisdiction into an unincorporated part of the County. One of the reasons for creating LAFCo was to insure that when cities expanded into undeveloped areas, the city could provide the necessary services and that the expansion would not cause unnecessary strain on regional resources such as a freeways, agricultural lands, or sewer treatment capacity. LAFCo also establishes the area called the Sphere of Influence for each city. This is the area that the city may annex in the future. Although the boundary may change over time, the Spheres of Influence for two different cities never overlap.

California Coastal Commission

The Coastal Commission was established in 1976 to ensure that all California cities and counties along the Pacific Ocean protect coastal resources. Coastal plans prepared by each agency must contain development policies that protect significant environmental resources, provide for public access to the shoreline, and allow for coastal dependent industry to be in appropriate locations. Since Daly City has prepared a Coastal Plan, and it has been adopted by the Coastal Commission, the direct involvement of the Commission has been reduced. Should the City wish to amend the Coastal Plan, the Commission would have to approve the amendment for it to take effect. Also, decisions made by the City on development proposals in the Coastal Zone may be appealed to the Coastal Commission.

Airport Land Use Commission (ALUC)

The Airport Land Use Commission was created to regulate land uses in areas that could be affected by the operation of an airport. The San Francisco International Airport is the only airport in the county that influences land use decisions in Daly City. The land use designations in this plan must be in conformance with the land use policies and land use plan adopted by the ALUC. This has particular importance in the Serramonte neighborhood because of the frequency of flights over that area. Of primary importance to this Commission is the intensity of land uses in the flight patterns of an airport and the adequacy of

construction materials used to mitigate the noise associated with overhead flights. The ALUC is a subcommittee of the Regional Planning Committee. This group is made up of representatives from each city within San Mateo County and was created by the Board of Supervisors to make recommendations on planning issues of regional significance.

Special Single Purpose Districts

Several special purpose districts exist within the city limits of Daly City. The North San Mateo County Sanitation District (NSMCSD) provides the western portion of Daly City, Colma and the Westborough portion of South San Francisco with sewage collection and treatment services. Although the NSMCSD is a subsidiary district of Daly City, it is still a separate legal entity. The capacity of the wastewater treatment facility is the primary NSMCSD issue related to land use policy. Capital improvements, such as the expansion of the plant, are the most influential aspect of the District.

The Bayshore Sanitary District is another special district that serves the residents of Daly City. This district serves the Bayshore area and the portion of Brisbane that includes the Southern Pacific switchyards. The District provides wastewater collection services and has a contractual agreement with San Francisco for wastewater treatment.

The two school districts, Jefferson Elementary School District and Jefferson High School District, are important to note because of their jurisdiction over large portions of vacant or underutilized land in the City. The future use of those lands, such as the Vista Grande School site or the Savage School site are major land use questions the City and District will face in the future. Other school districts such as the Bayshore and South San Francisco Unified School Districts do not directly influence land use decisions but are affected by them in terms of property taxes and student population.

The Colma Creek Flood Control Zone was formed in 1964 to control flooding along Colma Creek and is part of a larger district called the San Mateo County Flood Control District. The areas served in Daly City include the Serramonte neighborhood and portions of the Hillside neighborhood. While these areas are not subject to flooding, they are part of the watershed and thus the runoff contributes to flooding downstream. Development proposals in this area pay a portion of their property taxes toward the maintenance of this district in order to provide for adequate flood control in South San Francisco and Colma.

Regional Agencies and Districts

Association of Bay Area Governments (ABAG)

ABAG is a regional governmental body that includes the entire Bay Area. This is largely a long range planning agency that provides cities with analytical research and technical assistance on such topics as population projections and earthquake risk analysis. ABAG reviews and comments on environmental impact reports and provides the City with data collection and analysis of land use issues with regional significance.

Bay Area Air Quality Management District (BAAQMD)

The BAAQMD is similar to ABAG because they are regional in nature. They provide regional monitoring of air pollution levels throughout the Bay Area and on a site by site basis with respect to stationary pollution. When pollution emissions from a stationary source become a nuisance, the agency will respond to complaints made by the public. The BAAQMD is an important body in land use decisions because they provide for requirements that reduce air pollution from a particular project during the construction phase. As a policy body they have promulgated specific policies for land use decisions that promote the reduction in freeway traffic by locating employment centers closer to housing locations.

California Regional Water Quality Control Board, San Francisco Bay Region

This is a State regulatory agency responsible for protecting surface and groundwater resources in the Bay Area. Its main functions include regulation of municipal and industrial discharges under a permit program and the clean up of polluted groundwater. Specific activities include regulating discharges from surface drainage when erosion is a serious problem, and monitoring of current and past solid waste disposal sites including the old Daly City landfill at Mussel Rock.

Other Cities

Land use decisions made by other cities that border Daly City can have a significant influence on the character of the City. While the ultimate authority for those decisions will rest with the City Council of the bordering city, Daly City should remain aware of possible implications and raise important issues during the public review process. One example could be in Brisbane where the City is considering several different development proposals for the old San Francisco Railroad switch yard along the Old Bayshore Highway. Depending on the size and intensity of the development the positive and negative implications for

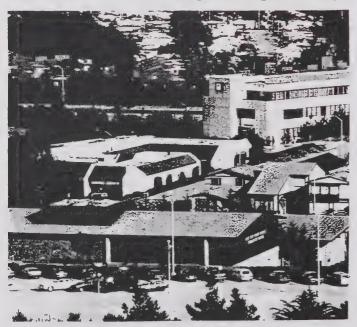
the Bayshore neighborhood could be significant. In general, the expansion of office space and the commercial retail sector of the region has implications for the land market and traffic in Daly City.

Use and Implementation of this Plan

The land use designations in the General Plan are broad categories that indicate the type of activity that may be developed on a site, such as commercial or residential. The General Plan also establishes the desired density or intensity

for each land use category.

Density for residential land use designations can be established in either units or persons per acre. Since the numbers of persons in a household is a variable that changes quickly over time, most planning efforts focus on establishing density with dwelling units as the important variable. This plan will employ a density factor called "dwelling units per net acre of land" and is abbreviated by DU's/acre. Dwelling unit means a house or apartment unit. Net acre means that portion of land used for development excluding streets, easements, and public rights-of-way.



Land use diversity in the Serramonte neighborhood

This is in contrast to "gross acre of land", a figure that includes all land, whether it be used as a roadway, creekbed, or housing site. Using a "gross" figure is best suited for communities that have not yet constructed streets. In Daly City's case, most of the streets are built; therefore, residential densities are expressed in net acreage. Establishing a defined measuring tool does not change the potential density of an area. Rather, this should help to allow citizens to better visualize the intensity of residential use.

Intensity of use is a term different from density in that it applies to the amount of activity on a parcel of land. Highly intensive uses are industrial or high rise office locations where significant numbers of persons may work, place demands on traffic facilities, and use a lot of energy. Conversely, low intensive uses are parks and other open space areas such as a beach where human activity is limited to recreation.

The General Plan is implemented by using several different planning tools. The primary tool to implement the Plan is the Zoning Ordinance. While the General Plan provides the overall framework and policy for land use, the Zoning Ordinance is used to evaluate specific proposals for compliance with the Plan. In short, it is the "road map" for arriving at the concepts envisioned in the General Plan. The Zoning Ordinance will set standards for development such as height limits, setbacks, lot coverage, and bulk restrictions. The land use categories established in the General Plan Land Use map must be complemented with consistent zoning classifications.

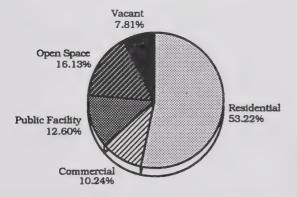
Another tool used to implement the General Plan is the subdivision ordinance. Subdivisions are created when property is divided for the purpose of sale, lease or financing. If someone wishes to subdivide property, the size of the new parcels must be consistent with the zoning attached to the land. The subdivider will be responsible for all improvements necessary to serve the proposed parcels or lots. These improvements may include streets, storm drains, water services, sewage disposal or any other improvement necessary for the proposed development depending on the parcel size and availability of services.

Cities also implement the General Plan with their capital improvement programs. This is a program to spend money on the upgrading or repair of public infrastructure, such as roads, storm drains, water mains, or traffic signals. An effective way to insure the realization of either redevelopment goals or initial urbanization of specific geographic locations is to provide an adequate amount of capacity of infrastructure to that area.

3 Existing Land Use by Planning Area

For the purposes of the land use chapter, Daly City has been divided into fourteen planning areas. Map 2.1 on page 42 shows the planning area boundaries. The planning areas include neighborhoods, designated redevelopment areas, and the coastal zone. The neighborhood areas include: the Bayshore, Southern Hills, Crocker, Hillside, Original Daly City, Westlake, St. Francis Heights and Serramonte neighborhoods. In addition to these areas, two areas in the unincorporated portion of San Mateo County located within Daly City's Sphere of Influence are addressed. These are Broadmoor Village and Unincorporated Colma.

Figure 2.1 Existing Land Use by Category



On page 43 is a land use matrix, Table 2.1, which outlines the acreage for each land use category by planning area. The matrix and the above chart indicate that, of the total City and unincorporated areas combined; 53% is residential; 16% is open space; 12.5% is in public facilities, streets not included; 10.3% is commercial; and 7% of the total area remains vacant. These figures indicate the overall land use in the City has not changed significantly in the last 10-15 years and future efforts to create a balanced land use pattern are restricted.

Neighborhood Areas

The following section provides a detailed description of each neighborhood, or planning area as listed above. Daly City is divided roughly in half by Interstate 280 and, as such, there are significant differences between the eastern and western portions of the City.

East of I-280 are the older neighborhoods that were developed mostly with medium density single family housing on parcels of 2,500 square feet. Corner markets are found randomly mixed with housing and strip commercial characterizes the business opportunities found along the major

streets. West of I-280 is the relatively newer construction, mostly developed after 1949. The neighborhoods are lower density, single family housing on 3,000 square foot lots. Apartments are found concentrated around shopping centers. The commercial areas are planned shopping centers with large areas dedicated to parking. The areas served by these centers range from the local neighborhood to the region. While the above is generally true, there are special circumstances for each planning area that provide distinction between neighborhoods.

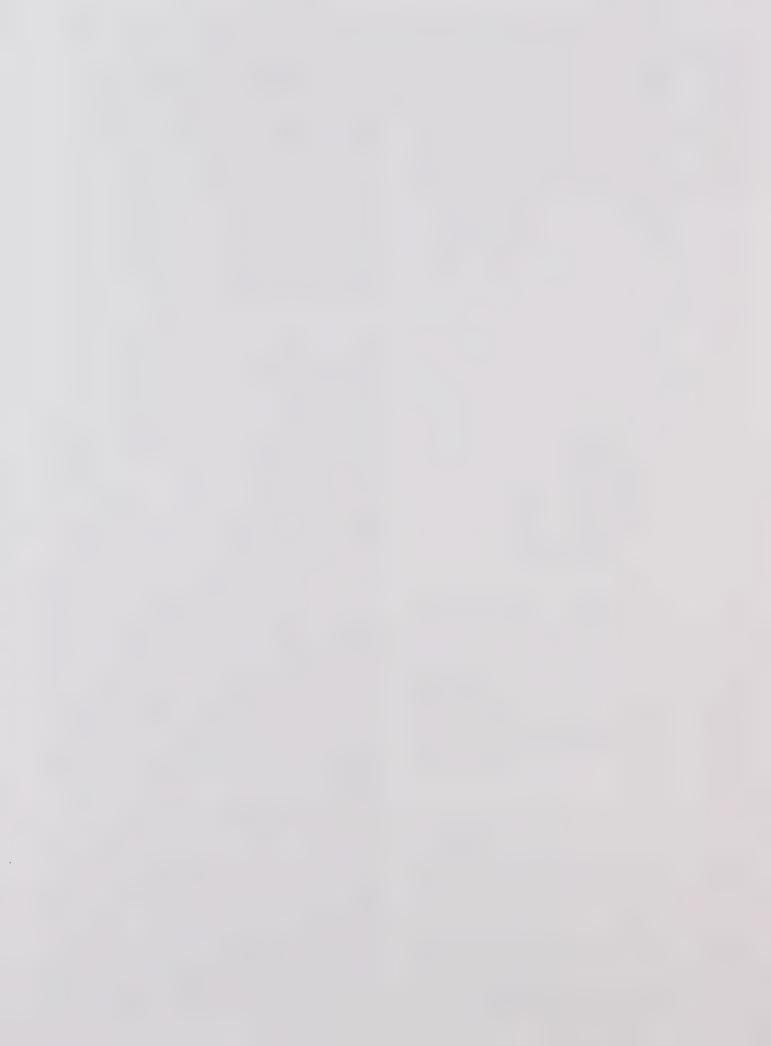
Bayshore

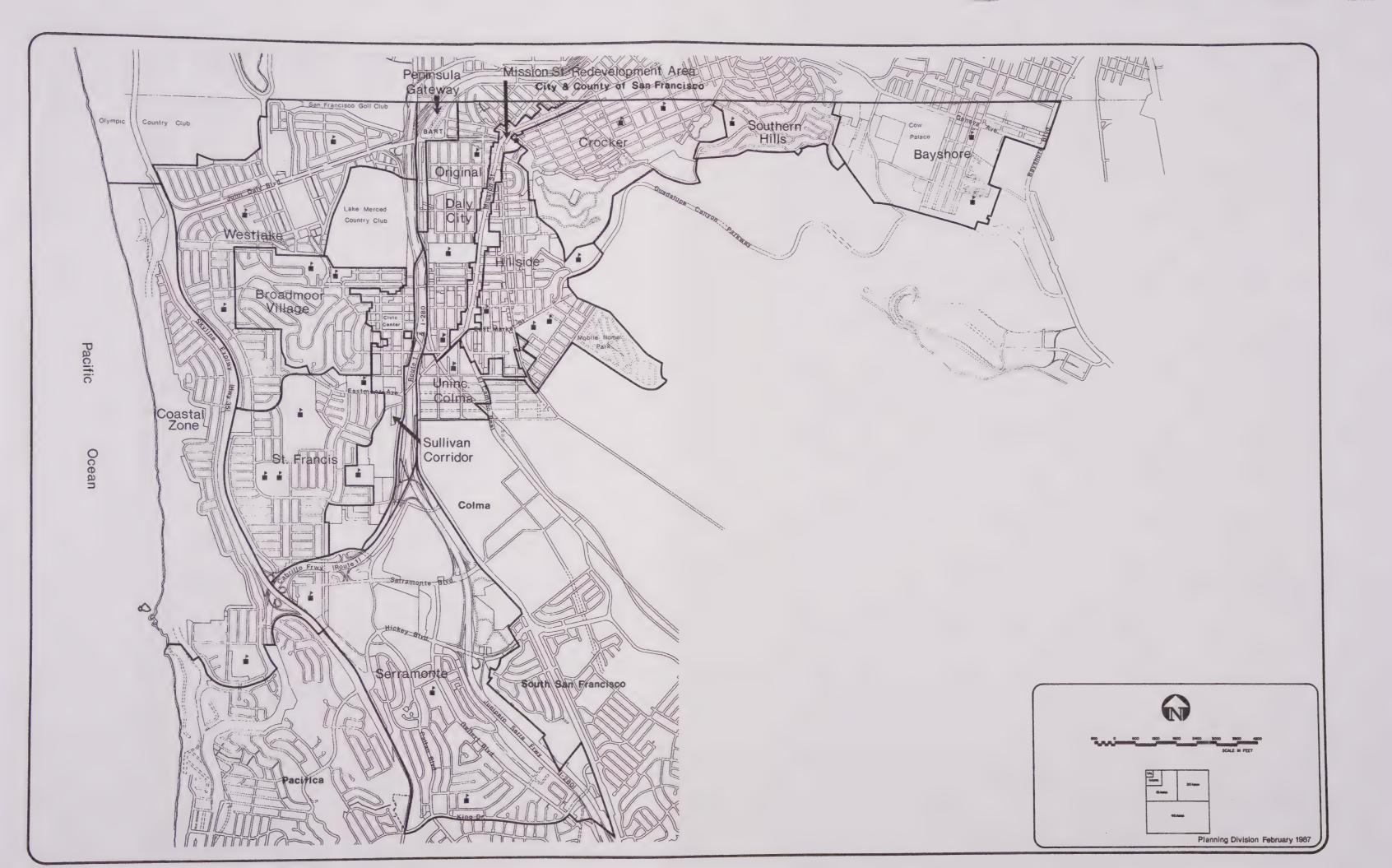
The Bayshore neighborhood was annexed to Daly City in 1963. It is predominantly an area of attached single family residential units at medium-low densities of approximately 18 dwelling units per acre. (For specific descriptions of the land use categories, refer to section 4.) The major exception is Midway Village, a low density apartment complex developed by the San Mateo County Housing Authority located in southeastern portion of the neighborhood.

Geneva Avenue is the major commercial street in the area and is characterized by retail and service commercial uses. The Cow Palace is located at the western boundary of the neighborhood on Geneva Avenue and is the only facility in Daly City that can accommodate major sporting events, and shows. Bayshore Heights Park is a new 3.4 acre park which has recently been developed in the vacant area behind the Cow Palace. This park, together with Bayshore Park, provides recreational and open space opportunities for neighborhood residents. The City's only concentration of industrial uses occurs north of McDonald Avenue near the San Francisco border near Bayshore Boulevard. Two elementary schools and the Bayshore branch of the Daly City Library also serve the needs of the neighborhood residents. A large PG&E substation is the only significant public utility land use in this neighborhood.

Major constraints in this neighborhood include: aging water and sewer systems; dead end streets with no curbs, gutter and sidewalk; and lack of large parcels of easily developable land. Major opportunities in this neighborhood include: Geneva Avenue commercial area revitalization; infill single family residences; retail and office development; and park and open space development.

The Bayshore neighborhood contains the greatest amount of vacant land in the City. The combined acreage for both City and private owned land is approximately 69.7 acres or, 23% of the neighborhood area. However, much of this





PLANNING AREAS

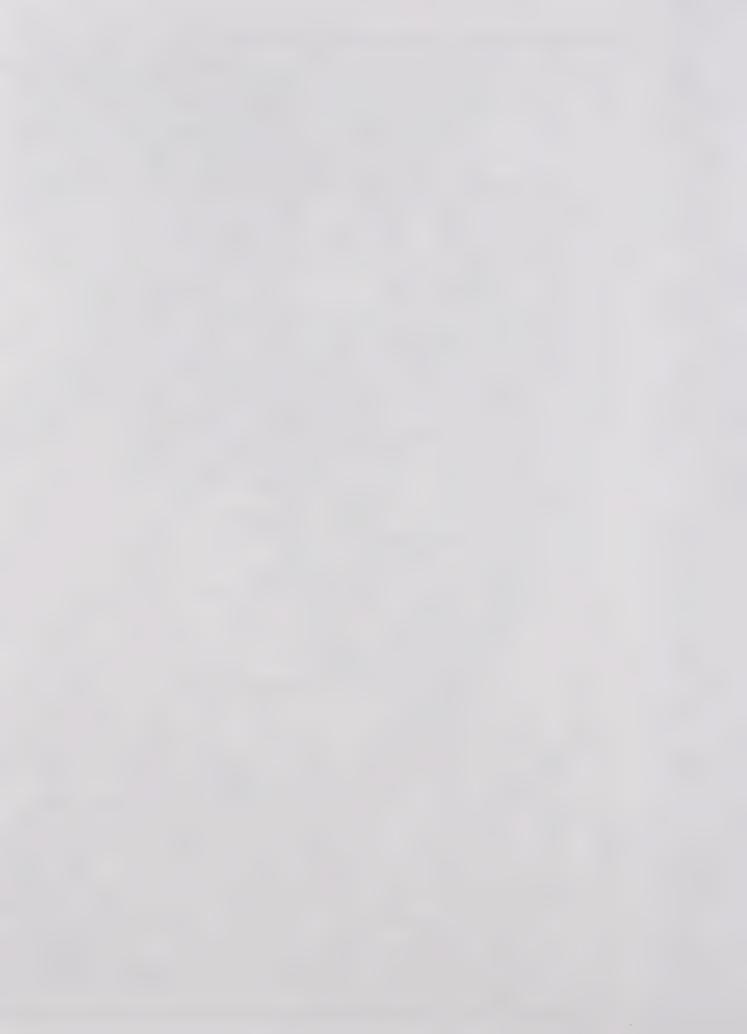


Table 2.1 Land Use Matrix— Daly City Planning Area

	Specific Plan Areas				Neighborhood Planning Areas									Unicorporated Areas		
Land Use				Mission Street		Southern		Original					Broadmoor	Unic. Colma		
Designation	Zone	Specific Plan	Specific Plan	Redevelopment	Bayshore	Hills	Crocker	Daly City	Hillside	St. Francis	Westlake	Serramonte	(S.M. County)	(S.M. County)	Totals	
Residential																
0-2 d.u./acre	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
2-14.5 d.u./acre	102.00	0.00	7.75	0.00	17.20	78.00	0.00	16.00	23.50	205.00	121.00	375.25	183.90	9.86	1139.46	
14.6-20 d.u./acre	0.00	0.00	0.00	0.00	40.00	0.00	135.00	114.75	91.00	0.00	0.00	18.00	0.00	0.53	399.28	
21-35 d.u./acre	0.00	0.00	0.00	0.00	1.25	0.00	0.00	2.75	5.50	8.30	3.75	28.00	0.75	3.67	53.97	
36-50 d.u./acre	0.00	0.00	3.50	0.00	0.00	0.00	1.00	5.25	12.25	2.50	7.50	38.00	0.00	0.00	70.00	
Over 50 d.u./acre	0.00	0.00	20.00	0.00	0.50	0.00	0.00	5.35	10.75	0.00	42.50	12.50	0.00	0.00	91.60	
Commercial																
Residential Retail	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	1.25	
Neighborhood	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	0.00	7.75	0.00	4.50	0.00	0.00	14.05	
Retail and Office	0.00	3.50	10.75	32.50	7.00	0.00	0.00	0.00	2.50	0.00	28.75	88.00	0.66	18.97	192.63	
Service	0.30	1.25	4.25	20.90	16.00	0.00	0.00	3.25	3.25	0.00	2.00	5.50	1.75	4.64	63.09	
Office	0.00	0.00	11.10	2.40	0.00	0.00	0.00	0.00	0.00	1.75	0.00	27.00	0.00	0.00	42.25	
Industrial	0.00	0.00	0.00	0.00	28.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.32	30.82	
Open Space																
Recreation Public	2.30	0.00	0.00	0.00	5.30	0.00	3.00	7.80	7.40	7.70	13.60	24.00	0.00	0.00	71.10	
Recreation Private	8.00	0.00	136.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.60	0.00	0.00	5.10	180.50	
Tot Lots	0.30	0.00	0.00	0.00	0.00	0.60	0.00	0.25	0.00	0.10	0.00	2.25	0.00	0.00	3.50	
Preservation	280.50	0.00	0.00	0.00	27.06	0.00	0.00	0.00	5.00	0.00	0.00	1.67	0.00	0.00	314.23	
Vacant	12.11	8.70	24.09	1.30	79.06	20.37	26.94	2.50	11.87	5.40	0.00	21.37	0.00	23.56	237.27	
Underutilized (1)	0.00	0.12	0.00	5.12	1.20	0.00	0.00	0.93	0.09	0.00	0.00	0.00	0.00	0.00	7.46	
Agriculture (2)	0.00	0.00	0.07	0.00	5.50	0.00	0.00	0.55	4.02	0.00	0.00	0.00	0.00	0.00	10.14	
Schools	19.00	0.00	0.00	0.00	5.75	4.75	8.25	29.50	32.00	97.50	20.55	27.00	21.90	6.17	272.37	
Government Facility	0.00	0.00	9.75		58.50	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	73.15	
Public Utilities	0.00	12.50	5.50	0.00	50.00	0.00	0.00	0.00	4.60	0.00	7.50	1.25	0.00	0.00	81.35	
Totals	424.51	26.07	233.56	64.12	342.82	103.72	175.19	193.93	213.73	336.00	277.75	674.29	208.96	74.62	3349.47	

(1) Note: Includes parking lots and used car lots (2) Note: Includes green house

All figures shown are in acres

land is located along the lower portion of San Bruno Mountain and is steep and is not easily developable. While it is currently zoned for residential uses, both single family and multi-family, only portions of this vacant land are suitable for residential development. There are also a limited number of infill sites for single family residences. Some infill development has occurred on portions of Rio Verde and Accacia Streets.

Southern Hills

The Southern Hills neighborhood is entirely low density single family residential. In terms of urban design, this neighborhood is the exception in the area east of I-280. The typical home is a post-1950's detached single family residence, usually two stories with the living area over a two car garage. The housing occurs in ribbons along the ridges of steeply sloped hillsides affording views of Daly City, San Francisco, the Pacific Ocean and the Bay. Recreational needs are met by two tot lots and the playground of the Panorama elementary school, McLaren Park in San Francisco, and San Bruno Mountain Park.

The major constraint in this neighborhood is the lack of buildable, vacant land. Opportunities in this neighborhood include; the maintenance of open space (remnant portions of developed parcels located on steep slopes), and park or recreational development.

Crocker

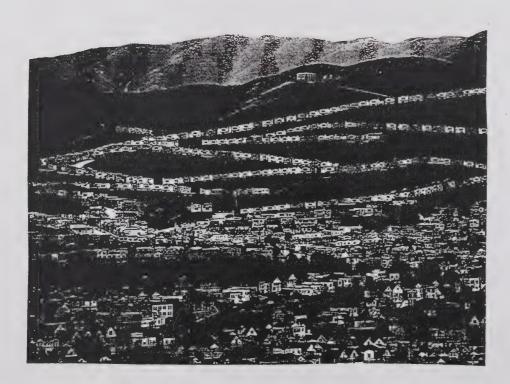
The Crocker neighborhood consists primarily of medium-low density attached single family units, two story structures with living areas above street level garages. The neighborhood is characterized by a rich diversity of housing with distinctly different ages and architectural styles and contains a mixture of small scale services and amenities including local corner markets, the Lincoln Park and Clubhouse and two elementary schools. Since there are no large commercial areas within the Crocker neighborhood, the residents use the Mission Street area.

The Crocker is also a neighborhood which is experiencing rapid growth. This is exemplified by the construction of three of the largest residential planned developments in Daly City. The three planned developments will provide 867 condominiums. In addition to these three projects, a 71 unit townhouse/condominium infill project located on the old Crocker School site has been approved.

Constraints to development in the Crocker neighborhood include: lack of buildable, vacant land; aging water and sewer lines; and lack of street improvements in some areas. Opportunities for development include: infill single family residences; preservation of corner markets; mixed use development including commercial and residential; and annexation of 9 acres east of

Daly City, South of San Francisco

Photograph by Ansel Adams. Courtesy of the Trustees of the Ansel Adams Publishing Trust. All rights reserved.



South Hill Boulevard and Crocker Avenue designated in the County land use plan for housing.

A large amount of vacant land is in this neighborhood which is not considered to be easily developable. A majority of the parcels are located on the base of San Bruno Mountain within or in close proximity to the Habitat Conservation Plan area on steep slopes with no or limited access and no street or infrastructure improvements. There are also numerous infill single family residential sites within this neighborhood.

Hillside

The Hillside neighborhood contains the greatest mixture of residential densities in Daly City. Existing densities range from a low density of 12 dwelling units per acre to a very high density of over 50 dwelling units per acre in the southeast corner of the Hillside neighborhood where several streets have been developed in block-long rows of 4 unit buildings. This neighborhood is also one area in Daly City where vacant developable sites remain. Several blocks in the Hillside neighborhood were originally used for greenhouses, but have steadily been subdivided for housing development. The oldest housing in the area is located in the northeast section adjacent to the Top of the Hill and Crocker neighborhoods. The largest mobile home park in Daly City, The Franciscan, is located in this neighborhood.

This neighborhood's recreational and open space needs are provided by Hillside Park which is located in the eastern portion of the neighborhood and Edgewood Park located in the northern portion of the neighborhood, near high density housing. The War Memorial Community Center, which is not located in this neighborhood but in the adjacent Mission Street redevelopment area, provides several services for the residents of Hillside neighborhood including sports programs and other community services.

The Hillside neighborhood is also one of the few neighborhoods in Daly City experiencing rapid residential growth. Two new residential subdivisions are under construction in this neighborhood and will provide a mixture of 77 single family residences and 24 multi-family residences.

Constraints in the Hillside neighborhood include: age of sewer and water lines; lack of land zoned for commercial uses and a wide mixture of different residential densities that indicate uncertainty and lack of continuity in the neighborhood. Opportunities in this neighborhood include: reuse of underutilized parcels; and infill single family and multi-family subdivisions and residences.

A limited number of vacant areas exist within the Hillside neighborhood. The largest concentration of vacant land exists in the northern and southern portions of this neighborhood. The vacant land in the northern portion is on steep slopes with limited access and is not considered easily buildable. There is also vacant land immediately east of Hillside Park. The vacant land in the southern portion of the neighborhood is a mixture of vacant and underutilized parcels. These parcels represent the majority of infill residential parcels in the neighborhood. The Vista Grande School Site, approximately 3.8 acres, remains vacant and a good candidate for infill development.

Original Daly City

The Original Daly City neighborhood consists of three subareas. The northern portion of the neighborhood above John Daly Boulevard is characterized by atypical patterns of development which include: dense housing construction along narrow streets, steep hillside construction and dead-end streets. The area contains predominantly single family residential land uses at medium-low densities between 16-20 dwelling units per acre, some among the oldest in the City. Most structures are one story above a small one car garage. Some California bungalows which have no garage can also be found. Medium density (21-35 dwelling units per acre) multi-family units are usually located at the corners and in close proximity to commercial areas. There are no large open spaces, a small well used tot lot which provides some relief from the dense pattern of building is located on Hillcrest Drive.

The second subarea is the area located south of John Daly Boulevard and north of Jefferson High School. The area resembles the older Crocker neighborhood in terms of development patterns i.e.: wide variation in housing age and style; single residential land uses at medium-low densities (14.6-20 dwelling units per acre) laid out on a essentially regular grid; little or no side yard setbacks; and little open space other than Marchbank Park and the Jefferson High School campus.

The area south of Jefferson High School contains neighborhood commercial (confined to School Street) and service commercial (confined to Station Avenue) as well as a mixture of low; medium-low and very high density residential uses. Many medium-low density multi-family units have been developed primarily along the southern side of School Street, spilling over onto the streets that intersect with School between Station Avenue and Bruno Avenue. Below School Street, the single family units are developed on somewhat larger lots at lower densities. A surprising number of small vacant lots remain in this area, many of which contain agricultural uses.

Constraints to development in this neighborhood include: lack of large vacant, buildable parcels of land; and aging infrastructure including water and sewer lines. Opportunities include: infill single family residential parcels; reuse of underutilized land; increase in density of residential development; and open space and park development.

No concentration of large vacant parcels exists in the Original Daly City neighborhood. However, this neighborhood accounts for the majority of small and medium size infill parcels in the City. The highest assemblages of these parcels occur in the northern Top-of-the-Hill and southern portions of the neighborhood. These represent a mixture of both vacant and underutilized parcels which contain agricultural uses.

Westlake

The Westlake neighborhood consists of two subareas. The first subarea consists of the Westlake Center commercial area and surrounding multifamily residential development. The second subarea consists of two single family residential neighborhoods, Westlake North and Westlake Terrace. A third Westlake single family residential neighborhood, Westlake Palisades, is located in the Coastal Zone and will be discussed in that section.

The Westlake Shopping Center is a major commercial shopping center and serves the entire city as well as the Westlake neighborhood. Westlake Center contains a mixture of retail and office uses and is typical of the first open air malls. Across from the mall, along John Daly Boulevard, are several small commercial establishments including Joe's of Westlake restaurant, and California Federal Savings and Loan. The Country Club apartments are the multifamily units which surround the shopping center. This concentration of apartments contains some of the highest residential densities in the City. Densities in the Country Club Apartments range from medium densities of over 30 dwelling units per acre to very high densities of over 70 dwelling units per acre. Most of the recreational needs for the residents of this neighborhood are provided by the facilities in the nearby Westlake neighborhoods.

The Westlake subdivision is one of the oldest in the western portion of Daly City, dating back to the early 1950's. The single family homes in this neighborhood are generally split level, detached units constructed on 3,000 sq. ft. or larger lots. Densities in the three Westlake neighborhoods are low and typically between 12 and 15 dwelling units per acre. There was also a greater emphasis on building design, unlike the other neighborhoods west of I-280, whose differences occur only in the building facade treatments.

The Westlake neighborhoods contain the greatest number of recreational and open space opportunities within the city. The Westlake Community Center and Doelger Senior Center are both located in the Westlake neighborhood and are adjacent to Westlake Park. This neighborhood is also adjacent to the San Francisco Golf Club, the Olympic Country Club and the Lake Merced Country Club. However, these are private facilities and are not readily accessible to the general public. There are also two elementary schools as well as one private school located in this neighborhood.

Constraints for development in the Westlake neighborhood related to the general lack of vacant and buildable land. Geotechnical constraints due to the location of the San Andreas Fault and the continual erosion of the coastal bluffs play a role in the limitation of developable lands in Westlake neighborhood and are discussed in further detail in the section on the Coastal Zone. Development opportunities in this neighborhood are limited to the intensification and expansion of Westlake Shopping Center.

St. Francis Heights

St. Francis Heights was subdivided in the late 1950's and early 60's into single family residential land uses at low densities of approximately 14 dwelling units per acre. Since the parcels were platted in grid fashion they are similar in shape and configuration to those in many parts of Westlake. The housing is characterized by two story structures with living area above and two car garage below. While not as architecturally diverse as the Westlake neighborhoods, differences in facade details are prominent.

Seton Medical Center, the largest employer and largest single land use in the City is located in this area. Also located in the southern portion of this area are several medical and dental office uses. These are located in close proximity to the St. Francis Square neighborhood serving shopping center. Skyline Plaza is also located in this neighborhood. Both are smaller centers than the Westlake or Serramonte Shopping Centers and are neighborhood serving commercial centers containing a mixture of retail and office uses.

The neighborhood's recreational and open space opportunities are provided by the Alta Loma tot lot, Westmoor High School and Pool, Westmoor Park and the Savage School site. In addition to the high school, four elementary schools are located in the St. Francis Heights neighborhood.

The major development constraint in this neighborhood is the lack of easily accessible vacant land that is not constrained by existing residential uses. A good example of this is the 10,000 sq. ft. parcel located on the corner of Eastmoor and Zita Manor. The City has reviewed and de-

nied several proposals in the past few years for development for this site due to site constraints and the inability of any of the proposals to respect the integrity of the existing residential uses.

Opportunities for further development in this neighborhood center on the revitalization and intensification of existing neighborhood serving commercial areas. Subdividing portions of large parcels which are vacant or are currently used for open space or recreational purposes remains an option for infill development. In the St. Francis neighborhood, there are two distinct locations for this possibility: the Savage School Site, a 21acre site used for playing fields; and the vacant portion of the lands of Street Andrews Church along Sullivan Avenue.

Serramonte

Serramonte is the newest large-scale subdivision in Daly City. A majority of the housing in this neighborhood was developed in the late 1960's and early 70's. Single family residences occur in strips along moderately steep hillsides in a fashion similar to that of the Southern Hills neighborhood. The housing style is also similar to that of Southern Hills and can be considered the most standard of all housing in the City. It is characterized by a two story structure with the living area over a two car garage at a density of approximately 14 dwelling units per acre. A majority of the houses are similar in style and architectural details that are not prominent with variations only occurring in the facade materials. This standard housing style is complimented by a small number of split level houses and single story ranch style homes.

While a majority of the housing stock in the Serramonte neighborhood is low density single family residential, low to medium density multifamily residential units are located in the southeast area of the neighborhood and very high density multi-family housing is located just west of the Serramonte Shopping Center. One of the largest new developments, Serramonte Ridge, has been approved for the old Serramonte Del Rey High School site. This new development will feature a mixture of office commercial, retail commercial and multi-family residential uses.

The Serramonte neighborhood residents' commercial needs are served by both the Serramonte regional shopping area and the King Plaza neighborhood serving commercial center. The Serramonte Shopping Center is an enclosed regional shopping center and is the largest in the City. It contains three anchor stores and numerous other shops. To the south, Serramonte Plaza, a large concentration of commercial offices, movie theatres and restaurants, exists on the eastern side of Gellert Boulevard. On the western side of the street, retail stores occur in typical "strip"

fashion. Several of the City's larger restaurants are located in Serramonte Plaza area, as well as two health and fitness clubs. King Plaza is located in the southernmost portion of this neighborhood and contains a mixture of retail uses and one of two bowling centers in the City.

The residents' recreational and open space needs are provided by Gellert Park, the largest park in the City. The main branch of the Daly City Library is located in the park as well as tennis courts, picnic areas, sports fields and a community center. Four tot lots and two elementary schools are located in the Serramonte neighborhood.

Constraints in this neighborhood include: lack of buildable, vacant land; small number of infill single family residential parcels; and a portion of the neighborhood is in the Alquist-Priolo Special Study zone. Opportunities in this neighborhood include: intensification of existing regional and neighborhood serving commercial centers.

The Serramonte neighborhood contains four of the largest single parcels of vacant land in the City. However, two of the parcels are of irregular shape, contain steep slopes and are adjacent to existing commercial areas. A five acre vacant parcel is located in the southwestern portion of the neighborhood and has the San Andreas fault running directly through it. The fourth parcel is located on Hickey Boulevard and a 151,000 square foot office building has been approved for construction on this site.

Unincorporated Areas

Broadmoor Village

Broadmoor Village is a low density, single family residential neighborhood completely surrounded by Daly City thus creating an "island" or pocket of unincorporated County land. This neighborhood is characterized by single family residences located on large lots with a resulting density below 10 dwelling units to the acre. The houses in this area are different from those located in Daly City as they are typical one story ranch style houses. From the standpoint of service delivery, Broadmoor should become a part of Daly City. Police and fire protection services could be more easily rendered, the location and access to government would be more convenient for the Broadmoor residents and the cost of providing these services would be less expensive for the City to provide than the County or special districts.

Unincorporated Colma

Unincorporated Colma is a small urban neighborhood in the area between Daly City and the Town of Colma. Extending along both sides of El Camino Real, the area is approximately 115

acres in size and has a current population of approximately 400 persons. The area contains a mixture of land uses including retail and service commercial, industrial and low density single family and medium density multi-family residential uses. The residential uses located here are considered to be one of the County's major concentrations of affordable housing, as the units tend to be smaller and older than the County average.

In addition to the above stated uses, there is currently a considerable amount of vacant land in this area. However, both BART (Bay Area Rapid Transit District) and SamTrans (San Mateo County Transit District) have proposed major projects in the area. BART is currently constructing a tailtrack extension and storage yard in the area. SamTrans has proposed development of a park and ride lot adjacent to the storage yard site, south of D Street along Junipero Serra Boulevard. The voters of San Mateo County passed a county-wide initiative in 1985 that allows SamTrans to construct a second Daly City BART station in this area.

Special Areas

Four special areas are identified in this Plan. These include the Coastal Zone, the Sullivan Area Corridor and the Redevelopment Areas which include Mission Street and the Peninsula Gateway Plaza. They were deemed special areas because they have specific planning related tools applied to them that go beyond the city-wide zoning ordinance.

The Coastal Zone

The City adopted the Coastal Element in November of 1983. The Coastal Element will remain in effect and will not be changed by the adoption of the revised General Plan. Implementation of the Coastal Element meets the goals of the Coastal Act by establishing land use designations with the appropriate level of detail to give the City direction in land use policy. Many of the principles in the Coastal Element are carried over into the text of this land use element.

The basic goals of the Coastal Act are to protect environmental resources, promote a balanced utilization and conservation of coastal resources, maximize public access to the beaches, and assure priority for coastal dependent development. The Daly City Coastal Element has been certified by the California Coastal Commission and as such, implementation of the plan is the responsibility of the City.

The Daly City Coastal Zone is designated by the Coastal Act and includes all areas west of Skyline Boulevard and that portion of the Westlake North neighborhood located west of Eastgate Drive. The fourth Westlake neighborhood is located in the Coastal Zone and is exclusively low density single family residential in nature. The housing styles in this neighborhood vary from one story single family homes with attached garages to the typical two story unit with living area above a two car garage.

Because of the unstable conditions of some of the bluffs in the area, three houses located on Skyline Drive have been declared unsuitable for human occupancy. One of the homes was relocated; the other two remain vacant. The erosion of the cliffs may continue to pose a threat to some of the residences in this area. Lynvale Court, at the northern portion of Skyline Drive, has also experienced the loss of several housing sites along the bluffs. The vulnerability of these homes to natural hazards such as earthquakes is exacerbated by the fact that the San Andreas fault disects the southern portion of Daly City's Coastal Zone.



The Coastal Zone—a special area

The Coastal Zone area falls under the jurisdiction of the Daly City Coastal Plan. The Coastal Plan requires discretionary review by the Planning Commission and City Council for any development within 1000 feet of the coast. The Alquist-Priolo Special Studies Zone also occurs in the southwest portion of the Coastal Zone. The Special Studies zone is delineated by the State Geologist and represents all areas within 1000 feet of the San Andreas earthquake fault.

A majority of the recreational and open space needs of the residents in the Coastal Zone are served by the facilities and parks located in the adjacent Westlake neighborhoods. In addition to the facilities outside of the neighborhood, the Coastal Zone also has the Palisades, Northridge, Longview and Mussel Rock parks located along the coastline as well as one elementary school.

Constraints within the Coastal Zone include: identified landslide areas and unstable coastal bluffs; location of the San Andreas fault in the southern portion of the Coastal zone; limited beach access due to topography; climate including high winds and low temperatures; limited amounts of vacant developable land. Opportunities include: continued preservation of open space; expansion of low intensity recreational opportunities; the intensification of existing underutilized land.

Only a few vacant parcels of land are within the coastal zone. One site considered developable is located at the end of Westbrae Drive. As stated above, unstable soils has resulted in the removal of several houses along the coast with the resulting areas remaining vacant and should not be redeveloped with an intensive use. The parcel containing riding stables on northern portion of Daly City's coastal zone could be developed into a more intensive visitor serving facility provided the site does not have prohibitive geotechnical constraints.

Peninsula Gateway Plaza

The Peninsula Gateway Plaza Specific Plan was prepared for the City in May of 1986 in accordance with the California Government Code 65450 which regulates such documents. The Specific Plan provides a bridge between the General Plan and individual project submittals, in a more specific manner than is possible with the community-wide zoning ordinance. The specific plan can amend zoning ordinances to create more appropriate use or density designations and can serve as a basis for a development package.

This specific plan was prepared in response to several different factors. BART is expanding service to the area with the tailtrack extension, the Redevelopment Agency has been acquiring lands in an attempt to assemble parcels for development, access to transit facilities such as Interstate 280 and BART are considered a major draw for office uses, and finally, it was recognized that there are some infrastructure deficiencies that must be addressed in a strategic manner in order to attract private sector investment.

The Specific Plan is flexible with respect to site planning but specific with respect to magnitude of development, planning, holding capacity and circulation performance standards as well as other development guidelines and design standards. Each property developer shall be required to prepare project proposals that incorporate measures to mitigate significant environmental impacts as identified in the Peninsula Gateway Plaza Specific Plan Environmental Impact Report.

The Peninsula Gateway Specific Plan area encompasses lands along Junipero Serra Boulevard, designated as a Redevelopment area by the City Council. It also includes the Daly City BART station located just north of John Daly Boulevard. There is currently a mixture of retail and service commercial uses located along Junipero Serra Boulevard. The City and BART prepared the Peninsula Gateway Specific Plan to address the redevelopment of the Junipero Serra commercial corridor.

With the increase in ridership of BART and the deteriorating level of service of the major arterials which serve the station, John Daly Boulevard and Junipero Serra Boulevard, there has been an increase in transportation and circulation problems associated with the area. In response to these increasing problems, the City of Daly City, BART, SamTrans, MUNI, and CALTRANS had an Intermodal Study prepared which presented several alternative modifications to the area which could relieve some of the current transportation related problems. This study formed, in part, the basis of the Peninsula Gateway Specific Plan.

A large amount of vacant, developable land is located in this specific plan area. It consists of several vacant parcels that have frontage along Junipero Serra Boulevard as well as the former Southern Pacific Railroad right-of-way located behind the existing development on Junipero Serra Boulevard. Some of the existing development along the corridor can be considered an underutilization of land and represents potential for reuse

for reuse.

Mission Street Redevelopment Area

Mission Street is the third area identified in this plan as a specific planning area. It is part of the Daly City Redevelopment Area and as such, is regulated by the Redevelopment Agency. The Agency adopted Design Guidelines in April of 1977 to help promote the physical development of Mission into a pedestrian oriented commercial area. The State highway status of Mission Street has been a major obstacle to achieving this objective. In order to help promote private investment, clean up storefronts and attract shoppers, the City established a Commercial Improvement Program. This program offers property owners or commercial businesses a rebate up to fifty percent of the cost to improve storefronts. This program has had considerable success in some locations on Mission Street but is yet to attract a major investor to the area.

Mission Street is one of two "Strip Commercial" areas in Daly City. Both retail and office and service commercial uses are located along Mission Street with the concentration of service commercial uses occurring on the southern portion and the retail uses located closer to the Top

of the Hill. The War Memorial Community Center is located on Mission Street and provides residents with recreational and community services.



Commercial mixture in the Sullivan Corridor

Numerous vacant and underutilized parcels are located along the Mission Street corridor. The vacant parcels are small infill lots and a majority of the underutilized parcels are currently used as parking lots. These areas represent the greatest opportunity for development along the Mission Street corridor. However, limited space for parking and access to and from Mission Street represent constraints to development.

Civic Center/Sullivan Corridor

The Sullivan Corridor Specific Planning Area is distinguished largely by the Civic Center, several office buildings and the Seton Medical Center. To date, this is an area that has no specific plan. However, one of the objectives of this land use element is to create a specific set of land use policies, designations and programs that identify a vision for the area.

The Sullivan Corridor Specific Plan area contains a mixture of office, retail and office and service commercial uses as well as single and multi-family residential uses. Located in this area, the Civic Center is surrounded by very high density (over 50 dwelling units per acre) multifamily residential apartments. Several office buildings are in close proximity to the Civic Center as is the main branch of the post office. The retail commercial uses in this area occur along

Junipero Serra in typical strip fashion. The Serra Theatre is located on Junipero Serra Boulevard. Adjacent to this neighborhood is Broadmoor Village, a portion of unincorporated San Mateo County.

Most of the land in the northern portion of this area was annexed into Daly City between 1965 and 1980. A project review committee has also been established for the Sullivan Corridor Specific Plan area. This committee was originally formed as the "Civic Center Committee" to review all proposals for conformance with the original Civic Center Plan. The committee's jurisdiction was later expanded to encompass the uses present along the Sullivan Avenue Corridor which originates in the Civic Center area and terminates just south of Southgate Avenue.

The Sullivan Corridor Specific Plan area does not feature any designated parklands and the residents must go to either the Westlake neighborhood or St. Francis neighborhood to fulfill their open space or recreational needs.

Constraints within the Sullivan Corridor include: limited access to Savage School site; lack of a specific plan; lack of contiguous vacant parcels of land; inadequate water and sewer lines; limited open space and recreational opportunities. Opportunities include: intensification of underutilized and vacant lands; formulation of a specific plan for the Civic Center area; creation of recreational opportunities; commercial office and retail as well as mixed use development; and land aquisition.

The Savage School site represents the largest vacant parcel of land within this special area. Although the Savage School site is in this area, it is more closely associated with the St. Francis neighborhood. The site is approximately 21 acres in size and is located in the southernmost portion of this special area adjacent to the St. Francis Square neighborhood shopping center. Several other medium size vacant parcels are located in close proximity to the Daly City Civic Center. Interspersed with these vacant lands are several parcels which contain greenhouse uses, contractors yards and light industrial uses which represent an underutilization of land.

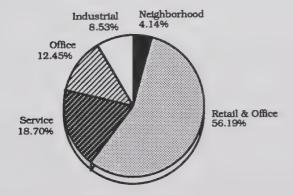
4 Land Use Categories

Commercial

The intensity, bulk and scale of commercial development can be measured and regulated in a variety of ways. Three of the more common methods of stating intensity of commercial land use are lot coverage/building height, land use intensity standards and floor area ratios. Floor area ratio (FAR) is the ratio of building floor area to the size of the lot. The gross floor area of a building divided by the lot area produces the FAR. Thus, a FAR of 6.0 on a 10,000 square foot lot would allow a building whose total floor area is 60,000 square feet. For planning purposes, FAR provides a reasonable measure of commercial development intensity. When used alone, FAR gives a developer great flexibility in deciding to build a low building that covers all or most of a lot or a taller building covering a smaller portion of the lot. FAR may be used in combination with other bulk regulations, open space and building space requirements, and thus reduce flexibility. The nature of commercial development requirements and the variety attributes of lots throughout Daly City necessitates a range of FAR be considered in describing land use catego-

The following pie chart shows the percent of each of the different existing commercial land uses in the City. No residential retail land uses are included in the chart because their percentage of total land was negligible.

Figure 2.2 Commercial Land Use



Retail and Office Commercial

This land use designation consists of retail and office uses both regional and city-wide in scope. Examples of retail uses in this category include: automotive dealers and automotive retail; grocery and other food stores; general merchandise

stores; department stores; drug stores and pharmacies; building materials, hardware and garden supply stores; apparel and accessory stores; eating and drinking establishments; hotels, motels and other temporary lodging facilities; and other miscellaneous retail uses. Examples of office uses include: medical, dental and other health services; banks and other financial institutions; real estate and insurance offices; business services; legal offices; and other office related services such as small scale printing and photocopying businesses.

Retail and office commercial designations apply to a wide range of commercial shopping areas—from Mission Street to Geneva Avenue to Westlake Shopping Center to Serramonte Shopping Center. The FAR also varies for land within this category and ranges from 2.5 to 5.0 square feet of building area for each square foot of land area.

Office Commercial

This land use designation consists primarily of office and office serving commercial uses. This category would include those office uses described in the "Retail and Office Commercial" designation but the emphasis would be placed on the office use rather than the retail use in terms of land use intensity. In addition to office uses, this category includes office serving uses such as: health and fitness centers; small scale printing and photocopying businesses; and eating and drinking establishments.

The FAR for office commercial land uses generally ranges from 1.0 to 3.5. Exceptions to this range do exist in a limited number of areas in the City. One such exception is the Peninsula Gateway Plaza Specific Plan area where office and retail development limits are established on a block by block basis.

Service Commercial

This land use designation consists of those commercial uses which are more service or heavy commercial oriented. This includes: automobile sales and repair; gas and service stations; small scale warehouse and storage; building material suppliers and small scale manufacturing; and construction related services such as contractor yards.

Service commercial FAR typically range from one-half square foot or less to 3.0 square feet of building area per square foot of land area.

Neighborhood Commercial

This land use designation consists of uses that serve the neighborhood and draw from the local area rather than the entire region or city. Neighborhood commercial uses include personal services such as beauty parlors and barbershops and miscellaneous retail establishments such as liquor or grocery stores. Four shopping centers—Skyline Plaza, St. Francis Square, Broadmoor Plaza, and King Plaza—have been identified as neighborhood serving commercial centers. Some office commercial uses occur in this category, and are limited to several real estate and insurance offices.

With large surface parking lots and relatively low profile buildings, the floor area ratios for neighborhood commercial centers generally are 0.5 or less with a few centers above the 0.5 ratio but less than 1.0.

Residential Retail

This land use designation is characterized by "mixed uses" consisting primarily of retail uses on the ground floor and single or multi-family residential uses above. Typical commercial uses this district are: Grocery/liquor stores; Drug stores; and Personal services such as barber shops and beauty salons. The commercial area on School Street has been identified as a residential retail area as are several "corner markets" located in the Crocker and Original Daly City planning areas.

The typical residential retail site has a commercial FAR between 0.5 and 1.0. Residential square footage would not be included in this calculation.

Light Industrial

This designation includes light manufacturing, storage of merchandise produced on the site, administrative offices, and research facilities that are subordinate to the primary business. All industrial districts shall be developed with special urban design qualities that maintain and enhance the aesthetic and fucntional relationships of surrounding development. The FAR for light industrial development would not exceed 1.0.

Residential

The pie chart on the following page shows the amount of existing residential land use, by density, throughout the City. Planned Developments are included in their respective density classification rather than as a separate category.

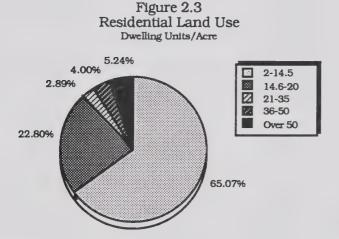
Density referred to in the residential land use categories is Net Density (does not include easements, streets, or public improvements) and is based upon both the extent of the zoning district and existing land use on the site.

Low Density 2-14.5 D.U./Acre

This land use designation applies to those areas which were subdivided after January 1949 and



have single family residences located on parcels of 3000 square feet or greater. Subdivisions with a minimum parcel size of 3000 square feet have a resulting density of 14.5 dwelling units per net acre. These areas are located predominantly in the portion of Daly City which is located west of Interstate 280, with the exception of the Southern Hills neighborhood located east of Interstate 280. This is the predominant residential land use category in Daly City.



Medium-Low Density 14.6-20 D.U./Acre

This land use designation applies to those areas which were subdivided prior to January 1949 and have single family residences located on parcels with a minimum parcel size of 2500 square feet. Single family subdivisions utilizing a minimum parcel size of 2500 square feet result in a density of approximately 18 dwelling units per net acre. These areas are located predominantly in the older portions of Daly City which are located east of Interstate 280.

Medium Density 21-35 D.U./Acre

This land use designation applies to those areas which allow 2 dwelling units per 2500-3000 square foot parcel. These areas are primarily dispersed throughout the older portions of Daly City, and correspond to areas developed with duplexes and some multi-family areas where there are small multi-unit buildings located on large lots.

High Density 36-50 D.U./Acre

This land use designation applies to those areas that were developed with a minimum lot area per unit of 500 square feet on a minimum parcel size of 2500 square feet. This designation applies primarily to multi-family residential structures. This density is found in the newer, large multi-

unit developments where open space meets the minimum requirements of the zoning code.

Very High Density Over 50 D.U./Acre

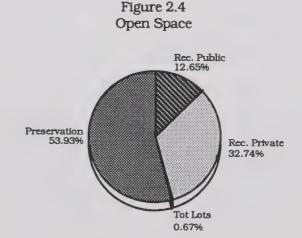
This land use designation applies to those areas that were developed with a minimum lot area per unit of 300 square feet on a minimum parcel size of 2500 square feet. This designation applies to existing very dense multi-family residential units. This density is prevalent in those areas characterized by large multi-unit structures, located in close proximity to the Westlake and Serramonte shopping centers and other commercial development. These developments are characterized by the large number of units constructed with little or no private or public open space.

Residential Planned Developments

Residential Planned Developments range in density from a low density of approximately 11 d.u./ acre to a high density of approximately 53 d.u./ acre. The differences in density can be attributed to several factors, most notably the ability to design the project around site specific constraints and the amount of private open space per unit required to protect or enhance special site features.

Open Space

The following pie chart shows the percentage of each open space category found in the City.



Open Space Recreation Public

This land use designation applies to all developed public open space including all state, regional and local parks and city maintained tot lots which provide recreational opportunities to the community.

Open Space Recreation Private

This designation includes such facilities such as golf and country clubs, golf driving ranges and horse stables which are privately owned and operated.

Open Space Preservation

This designation includes all vacant lands which because of environmental factors such as slope, soils, and topography and/or prohibitive development costs such as nonexistent access or lack of infrastructure that render the use of the land for any type of use other than permanent open space undesirable.

Open Space Residential 0-2 D.u/Acre

This designation is applied to those areas where the majority of the site should remain in open space due to site constraints or a high degree of environmental resource value. The designation allows for very low residential densities as long as the siting of the housing respects site characteristics.

Agricultural

This designation includes uses such as greenhouses, row crops, cut flowers and livestock grazing. These uses are limited in Daly City and occur mostly on small parcels which are dispersed throughout the Hillside and Original Daly City neighborhoods and one large parcel in the Bayshore neighborhood.

Public Facilities

Government Facilities

This designation applies to all land on which federal, state or local government facilities are located. This includes the Daly City Civic Center and corporation yard, the Department of Motor Vehicles office, War Memorial Community Center, the main branch of the Post Office and the Cow Palace.

Schools

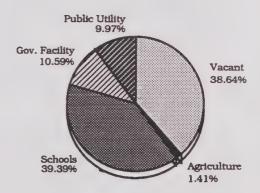
This designations applies to all schools, public or private, including all elementary (K-6), middle (7-9) and high schools (9-12).

Public Utilities

This designation includes all lands which are owned by public utilities companies such as P.G. & E , Pacific Bell and the North San Mateo County Sanitation District. These include telephone and electrical switching and corporation yards and the Sanitation District's wastewater treatment plant.

The following pie chart depicts the existing acreage of lands classified as public facilities and various other land uses such as agriculture, underutilized and vacant lands.

Figure 2.5 Other Land Uses



The maps on the following three pages show existing land use based on the categories described above. Page 55 displays the existing land use, while page 56 shows the location of all the community facilities and page 57 illustrates the proposed land use for the City.

City & County of San Francisco Olympic Country Club Colma South San Francisco Planning Division February 1987

EXISTING LAND USE

Generalized

RESIDENTIAL

- Low Density 2-14.5 d.u./acre
- Med-Low Density 14.6-20 d.u./acre
- Medium Density 21-35 d.u./acre
- High Density 36-50 d.u./acre
- Very High Density over 50 d.u./acre

COMMERCIAL

- Retail & Office
- Office
- Service
 - Neighborhood
- ▲ Residential Retail
- Industrial

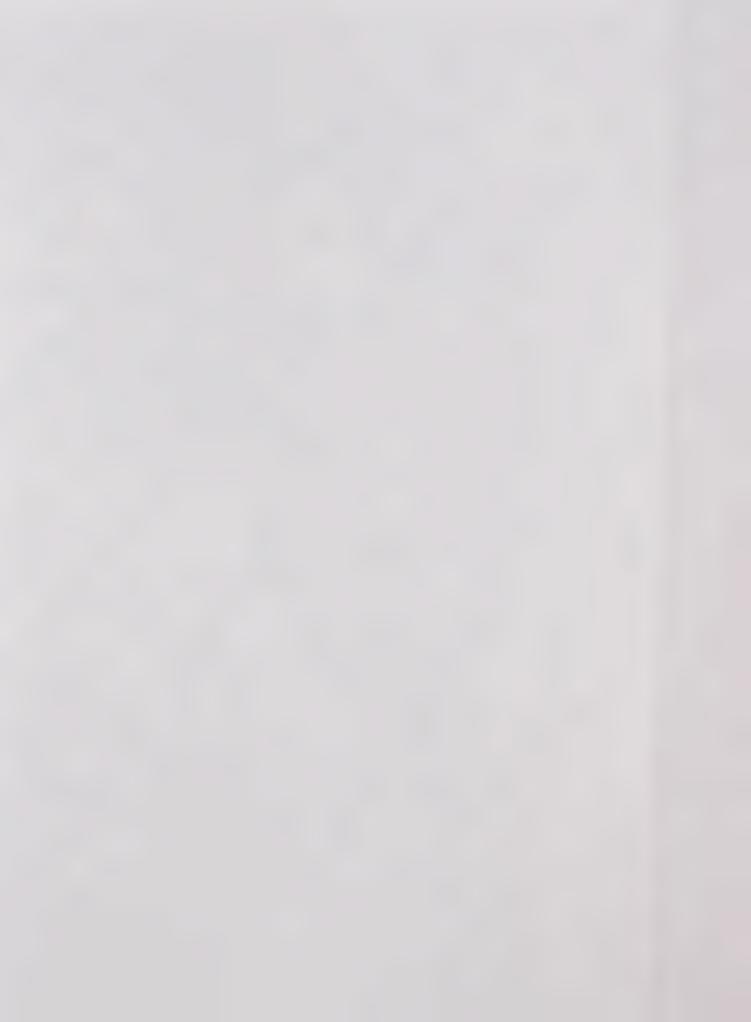
OPEN SPACE

- P Recreation Public
- R Recreation Private
- Agricultural
- * Tot Lots
- G Government Facilities
- **v** Public Utilities
- Schools
- + Hospitals
- † Churches
- Reservoirs



City & County of San Francisco San Francisco Golf Club Parsiting Preschool Olympic Country Club Lawson Hall Bayshore Library Palace Doslar Senior Center Westing K Den City Silvary Out Ledy of Wison K-e Doelger Art Center Garnet Robertson 4-8 Westlake Library PO Postorije Keynedy K-5 Distillated Park Chunouse (Proposed) Franklin 7-8 Gerien Village N-6 Post Office O Post Office Colma E-8 Jefferage (maintenance) Post Angels 1-9 Roly Angels 1-9 Brown K-6 Westmoor 9-12 Webster Colma 00 Gelter Park Fire station South San Francisco Pacifica Skyline K-8 Planning Division February 1987

COMMUNITY FACILITIES





1987 GENERAL PLAN LAND USE MAP

RESIDENTIAL

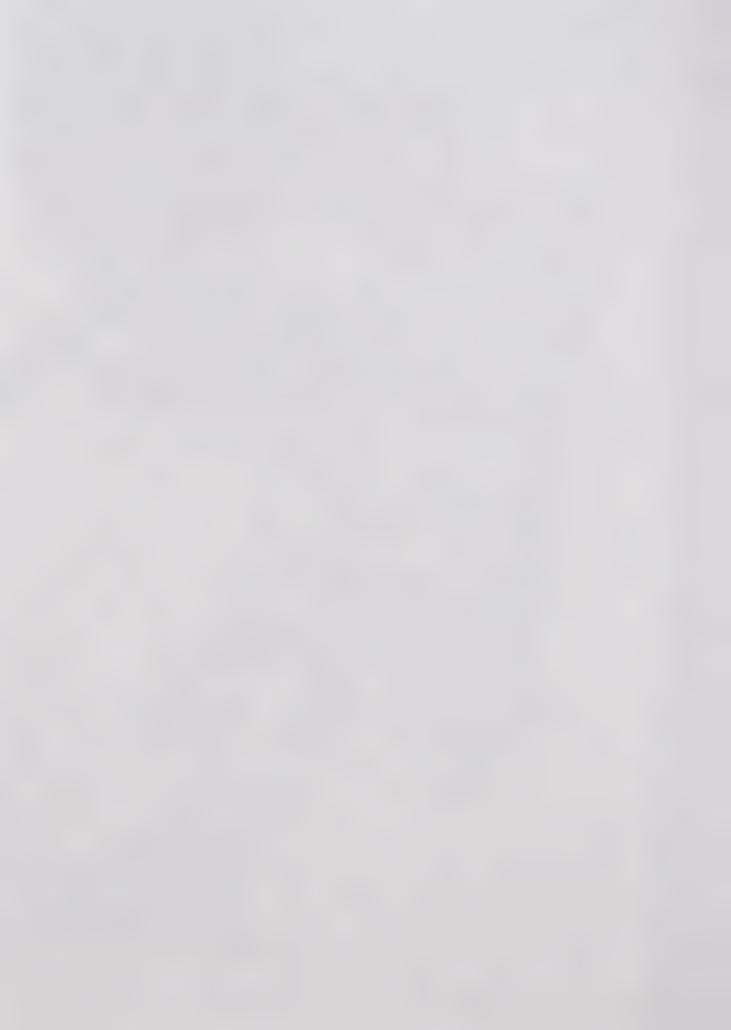
- Open Space 0 -2 d.u./acre
- Low Density 2-14.5 d.u./acre
- Med -Low Density 14.6 -20 d.u./acre
- Medium Density 21-35 d.u./acre
- High Density 36-50 d.u./acre

COMMERCIAL

- Retail & Office
- Office
- Service
- Neighborhood
- A Residential Retail
- Industrial

OPEN SPACE

- P Recreation -Public
- R Recreation Private
- Preservation
- * Tot Lots
- G Government Facilities
- U Public Utilities
- Schools
- + Hospitals
- † Churches
- Reservoirs



5 Goals, Objectives & Policies

This section of the Land Use Element contains a goal and a set of integrated policies, and objectives. The goal and policies reflect the general direction in which the City wishes to advance in the future. They provide guidance for decision-making when the City is confronted with specific issues and proposals. The objectives and programs outline specific steps that City is committed to taking as a means of achieving its goal.

Below are four underlying assumptions and issues that, if understood, will better enable the reader to appreciate and use this plan.

- Daly City wants to allow opportunities for growth and expansion in order to sustain a viable tax base as long as the impacts of development do not exceed the capacity of the city to absorb those impacts. To what extent can Daly City, a community predominated by residential land uses hope to achieve a balanced land use pattern?
- Each neighborhood should be planned to have open space and commercial service in nearby convenient locations. Can open space and neighborhood commercial patterns be developed that compliment the sense of neighborhood while meeting the recreational needs of the neighborhoods?
- The City desires to preserve and improve the quality of residential neighborhoods. To what extent can the City meet its needs for economic development without exceeding infrastructure limitations and without infringing on residential areas?
- A partnership approach with citizens, private developers, and the City is the preferred approach to solving problems and handling issues.

The Land Use Goal

The direction of this land use chapter is based on recognition of the above issues and directed toward realization of a single goal. The City's land use goal is:

"Create a balanced mixture of land uses that ensure equal opportunities for employment, housing, open space, and services which adequately serve both personal needs of the citizens and economic needs of the community."

Several important issues raised in this goal should be recognized. First, the goal seeks to accomplish a "balanced mixture" of activities that serve a wide range of needs in the community. Diversity in land uses means the City can accommodate change over time. Since Daly City is primarily residential in nature, achieving a balanced mix of land uses will require an emphasis on attracting commercial and office construction. While a fully balanced land use pattern might not be achieved, the City can work toward a more equitable mixture of land uses through the intensification of existing commercial areas, annexation of developable lands, and the development of specific plans. Rather than converting residential or park land to commercial or light industrial uses to attain a balance of land uses, these should be continually maintained and revitalized.

Balanced development with the full compliment of various land uses is desirable for many reasons. Urban areas with a wide range of residential densities provide multiple choices of housing costs, design and tenure type. This will lead to a mix of persons living within the City and thus a diversity in population, the key ingredient to creating a vibrant community. Citizens benefit from a balanced land use within the city because sufficient commercial opportunity will allow for the market to be more flexible in the goods and services provided to the public, and thus offer a wider range of products for the consumer. Commercial opportunities, as well as office and industrial locations, also provide for job possibilities for local residents. The balance of housing and jobs in a local area has positive regional implications due to reduced commuting time on congested freeways, a factor that will improve air quality. The demand for urban resources in a balanced city is easier to accommodate. Water, electrical, and sewer service peak demand is spread more evenly in a city where a stable mixture of land uses has been developed.

Since property tax is the single most important income source for a municipality, the concept of a balanced use of land within the City becomes paramount in the effort to collect enough revenues to support the level of service expected by the community. Typically, residential land uses cost more in public services than they provide in revenues. While office uses are not overly productive in terms of property taxes, they produce employment opportunities which in turn provide people with income that can be spent within the city. Office type land uses do not demand the cost in city services that are associated with residential land uses. Industrial land uses, in terms of cost/benefit to a municipality are the most productive.

The goal identifies four broad aspects of land use that are found in urban areas, "employment, housing, open space, and services." Attaining a balance of these land uses is the key to this goal and the challenge for the land use chapter. A balanced urban environment means adequate job opportunities, a range of housing stock that allows a variety of tenure type, and access to recreation and open space amenities. The reference to "services" includes the basic governmental function such as the provision of safe road conditions for travel, infrastructure needs for human activity and police and fire protection.

The most important concept behind the goal, "personal and economic needs of the citizens," confirms the City's intent to allow a variety of land uses. Basic needs of people, such as opportunity for attractive and convenient shopping and restaurants, locations for entertainment, and open space for recreational activity are recognized by the land use goal as vital to the well being of the community. Economic need relates not only to job opportunity but also adequate tax base for the City so that the basic governmental services can be assured over time.

Land Use Objectives and Policies

Growth and Economic Development

Objective 1. Encourage commercial retail and office development in locations that can support intensive uses, that are compatible with surrounding land uses and maintain the residential quality of existing neighborhoods.

Policy 1.1: Support the intensification of existing retail and commercial office uses.

Mission Street, Junipero Serra Boulevard, the Civic Center area, and BART passenger station are locations that have been identified as areas where public service infrastructure is in place, or will be soon, and residential neighborhoods will not experience significant adverse change if redeveloped with intensive commercial uses. The expansion of commercial opportunities should not take place at the expense of existing residential neighborhoods. Realization of this objective could produce a positive change for the community by creating new locations for potential jobs, shopping, and entertainment opportunities for local residents. Specific problems with a site and a project that should be evaluated are the height, (Is the building so tall that private and public open spaces are shaded?), bulk and scale (Is the building so big and massive that it is out of character with the surrounding buildings?), and aesthetic quality, (Does the building have enough architectural detail to provide the viewer something interesting to look at?). These project related problems must be addressed during the public review process if intensification of commercial lands is to take place.

Policy 1.2: Actively support and continue the efforts of the Daly City Redevelopment Agency to assemble contiguous parcels and manage the development of available lands to maximize economic benefits.

Fragmentation of ownership and small parcel sizes for commercial development continue to frustrate redevelopment efforts. By acquiring contiguous parcels, the Agency could market property of sufficient size to encourage investment. Targeting areas for development allows the City to market underutilized land in order to aggressively seek investment proposals. During times of minimal commercial investment, areas targeted for development can also be areas in which the City focuses public improvements with the intent of preparing the site for future proposals. The focus of public improvements could revolve around expanding intersection capacities, widening or realigning streets, and planting street trees to improving the appearance of the area.

Policy 1.3: Where commercial ventures are proposed outside of the core redevelopment, Civic Center, and BART areas, the determination shall be made that the location has adequate infrastructure available to service the proposal, does not have severe constraints that would pose a risk to public and private improvements, and that the site is not more appropriately used for other uses.

The City should provide incentives for development in the core areas. Incentives could be infrastructure improvements, flexible zoning requirements, and long term lease provisions for land. The major thrust of this policy is to foster a compact development pattern for reinvestment into the community in order to better allocate limited municipal resources for upgrading infrastructure. The policy does not, however, preclude development of the core reinvestment areas as long as the location can support the development. Examples of such areas include Geneva Avenue and Carter/Martin Streets in the Bayshore.

Objective 2. Aggressively pursue increasing the City's commercial, office and industrial tax base.

Policy 2.1: The City should pursue annexation of unincorporated areas within the City's Sphere of Influence that provide the City with a net gain in revenues versus service costs.

The City is confined in ultimate area by the Pacific Ocean on the west and by surrounding juris-

dictions on the other boundaries. There are several large islands of unincorporated properties within the sphere of influence area that are prime for commercial development. From a service delivery standpoint, it is more efficient and cost effective for the City to deliver services to these areas.

Policy 2.2: The costs of providing municipal services, as well as the tax benefits derived from a proposed project, should be considered in evaluating land use proposals.

Different land uses provide the City with varying levels of tax revenue, and they require different levels of City services. The City has not evaluated itself in terms of the fiscal impact of different existing land uses. In order to sustain a mixture of uses which provides the City with a strong economic and employment base, it is important that cost/benefit implications of proposals are known prior to making important land use decisions.

Policy 2.3: Investigate alternative land management techniques as a means to intensify development in areas that are appropriate for commercial and retail uses in order to maintain areas as open space that are significant in their resource value or pose a risk to life and property if developed.

The transfer of development rights is an innovative planning tool largely used for the preservation of agricultural land and environmentally sensitive habitats in rural areas, and buildings of historical value in urban cities. In a simplified version, the concept involves first designating areas where development is encouraged and areas where it is not desired. In the location where development is not desired, the City must establish a unit value for the land which reflects the market value of the land if it were to be developed at its "highest and best use." The property owner of the land that is not to be developed may then sell the development rights to a land owner in an area designated for intensive use in order to add to the development potential of a site. The purpose of this type of program is to equitably distribute the windfall gains and losses that are inherent in land use designations which directly influence the value of a piece of property.

Establishing air rights is a program where the City designates a location, such as the parking lot at a BART station, where development over the existing use is desired. BART could then market the air space over the parking lot for a retail and office building. It should be noted that both of these planning tools are promising, but unproven as effective land management techniques in a city.

Policy 2.4: Review the use of the Cow Palace property and consider alternative actions that would generate greater economic returns for the City.

The Cow Palace property is very large with a major portion of the land used for surface parking. The City does not receive any direct economic return for the use of the facility even though the Bayshore neighborhood must bear the indirect costs in terms of traffic congestion and noise when events are held. This policy is aimed at establishing uses on the Cow Palace property that provide economic returns for the City. The policy is intended to be broad enough to include a wide range of alternative actions for consideration. Actions could be a tax on the price of a ticket, building a parking garage and reusing the surface lots, or relocating the Cow Palace to a more appropriate location.

Objective 3. Encourage the upgrading of Serramonte Shopping Center and Westlake Mall, the major commercial shopping centers in the City.

Policy 3.1: Promote the coordination and improvement of the functional aspects of shopping areas.

Shopping centers in urban areas are a focal point for many activities. For Daly City, they serve as the central business district. Thus, they require attention for all aspects of the site, including signage, landscaping, parking, delivery areas. This policy supports the expansion of the floor area for these shopping centers. Expansion of these centers is desirable as long as amenities are not compromised. Improving the image of these shopping centers is important because they draw people from the entire region. The impression of Daly City by others is often conceived in a trip to the mall. Therefore, it is important for the image of the City that access to regional shopping centers, as well as the centers themselves, are well designed.

Objective 4. Ensure high quality of new office projects and pursue upgrading of older developments through adequate site and building design.

Policy 4.1: The City should utilize design review processes to ensure that high quality development projects become reality.

As additions are sought for existing developments, corrections should be made for existing inadequacies such as dead and inadequate land-scaping, removal of non-conforming signs, and equipment screening. Where appropriate, the

City should encourage the provision of services such as restaurants, day-care centers, and recreational opportunities to serve new development. The intent of this policy is to encourage quality development that is aesthetically pleasing, serves the needs of the workers, and will attract future quality investment proposals.

Policy 4.2: Maintain and reinforce the Daly City Civic Center as the symbolic center of the City through the use of sound urban design.

A specific plan for the Civic Center area should be prepared in conjunction with the appropriate market analysis to determine the realistic future land uses in the area. Desired land development will only occur if the urban land market can support it. A development's type, size, quality and timing can best be determined by assessing the land market in the specific plan area and evaluating its feasibility. To ensure that plans can be implemented within the constraints of the land market, it is important to prepare this analysis prior to adopting a specific plan.

Policy 4.3: The project sponsor of a commercial development shall be responsible for providing necessary infrastructure improvements to service the site.

This policy applies to the upgrading of water and sewer mains, utilities, street access and intersection capacity in locations that are lacking in sufficient public services. The lack of service capability would be identified by City staff when reviewing applications for building permits, rezonings, use permits, variances or planned development proposals. If the upgrade is not a project the City would normally undertake, the project sponsor shall pay the full cost of upgrading. When the upgrade of services has been identified as a Capital Improvement Project, the developer will pay the proportional share of the costs based on the projected demand of the new development.

Neighborhood Commercial

Objective 5. Establish and upgrade local commercial centers and small mixed uses in residential areas by enhancing their relationship to surrounding areas.

Policy 5.1: At the time of remodeling and additions to neighborhood commercial centers, require mitigation of existing conflicts with residential uses, including screening, access, and landscaping.

Neighborhood shopping centers in Daly City could expand floor space and/or remodel stores. This should be encouraged and promoted to create a more attractive city. Through site design

analysis and the review process, the City should identify existing land use conflicts that may be present. Conflicts can result from poor design of an entrance/exit, lack of parking availability, or architectural appearance.

Policy 5.2: Develop a neighborhood shopping area on School Street by instituting liberal parking requirements, mixed use with design review, and emphasis on the importance of the street as a linkage between Mission Street and the Civic Center.

School Street represents an area of critical importance in the development of Daly City. The area is surrounded by residential neighborhoods which necessitates sensitivity in the level of intensity allowed on School Street. The street serves a variety of functions that should be recognized and enhanced by the City. First, it is a transportation link between Mission Street, the Peninsula Gateway redevelopment area, and the Civic Center that should be expanded to enhance pedestrian usage. Second, views of San Bruno Mountain toward the east provide an opportunity to create a pleasant people-oriented shopping area with the addition of street trees, bus stops, and sitting areas. Finally, this policy recognizes the fact that some of the street has already been developed as a mixed use with commercial uses on the ground floor and residential units on the second and third floors of structures.

Policy 5.3: Neighborhood commercial shopping centers should be medium scale in size and consist primarily of businesses that serve the needs of the immediate area.

This policy is directed toward Skyline Shopping Center, St. Francis Square, and King Plaza. The intent is to preserve uses that meet the needs of the neighborhood and not to attract traffic from outside the community.

Policy 5.4: The City shall encourage the development of residential commercial projects in appropriate areas.

Original Daly City and the Crocker neighborhoods have buildings where the ground floor is occupied by a neighborhood serving retail outlet, such as a grocery store, with residential units on the second floor. Most such uses provide a service to the community that is within walking distance for the patrons. As long as the commercial operation is neighborhood oriented, it should be encouraged to remain in business.

Residential Land Use

Objective 6. Maintain a pattern of residential land use which provides for a variety and balance of densities and offer opportunities for a mix of dwelling and tenure type.

Policy 6.1: Where development of large infill sites is proposed, the City should not allow maximum density of the project to exceed the density and character of the surrounding neighborhood.

Several sites exist where this policy applies. They are sites that should be developed with careful consideration for the existing conditions and residents in the area. Surplus school sites, such as the Savage school site, are examples of where this policy applies. Old greenhouses found throughout the eastern portion of the City also fall under this policy. The conversion of these parcels to residential uses often will take away open space and/or recreational opportunities for local residents. Therefore, the use of planned residential developments should be required in these projects to maximize usable open space.

Objective 7. Promote residential land use types and densities which respect the capabilities and limitations of the natural and built environment.

Policy 7.1: Site design for new subdivisions should maximize options for solar access, recreational opportunities, on and off street parking and respect the maintenance of significant views.

Property suitable for residential development often will have unusual shapes, limited street frontage and other physical constraints. In order to encourage low density developments on such sites, innovative designs, such as clustering of buildings, and other planned development concepts should be encouraged. Emphasis is placed on encouraging amenities to be built into the site design of the project. Site planning is an influential tool in establishing the quality of housing, and in maintaining residential values over time.

Policy 7.2: Where the residential infill is proposed, either on a small scale with the application of a building permit or on a larger scale with the application of a subdivision proposal, the project sponsor shall be responsible for providing necessary improvements to serve the site.

This policy applies to the upgrading of water and sewer mains, utilities, street access, and street trees in locations such as the upper slopes of the Bayshore neighborhood that are currently lacking sufficient public services. Where discretionary land use approvals are required from the City, such as a subdivision, the conditions of ap-

proval imposed by the City shall fulfill the public needs generated by the project. Sometimes new projects require upgrading of services that have a benefit for existing uses. For example, upgrading water lines for a single project may increase water pressure and provide better fire protection for the adjacent neighborhood. If this upgrade is not a project that the City would normally undertake, the developer shall pay the full cost of the upgrade. When the upgrade is a part of the City's Capital Improvement Program, the developer shall pay the proportional share of the costs based on the projected demand of the new project.

This policy also applies to single development of infill parcels. If infrastructure improvements are needed to service the proposal, the building permit shall not be issued until the project sponsor secures the necessary permits to upgrade the infrastructure.

Policy 7.3: Net density figures shall be employed when determining overall density for a proposed project.

This policy is intended to give guidance to the City when evaluating infill proposals. Often the density of a proposed project is an issue and is a legitimate planning concern. The impact of that density on the neighborhood character and infrastructure availability must be evaluated. This policy defines the planning area for that evaluation. The area for calculating the net density of an existing neighborhood, shall be the entire block for all blocks with residential uses fronting the public right of way of the subject property. The intent of the policy is to identify the broader area affected by the increase in the demand for public services that result from the density of the proposed project. This policy should be reviewed after it is implemented on several occasions for its effectiveness.

Objective 8. Land use decisions such as the granting of a use permit, rezoning of property, or the subdivision of real property should help to strengthen the integrity of neighborhoods.

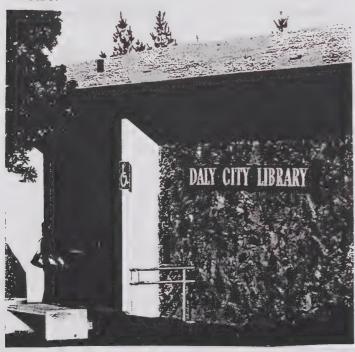
Policy 8.1: Traffic from commercial development should not significantly increase traffic on residential streets.

One of the more disruptive changes in a residential neighborhood is increased traffic. The noise and road use can change the perception of a residential area from a quiet and safe place to live and play to one with typical urban land use problems. Most residential areas in Daly City have not reached the problem threshold yet, and this policy seeks to protect that condition. Commercial uses typically require large trucks for the supply of goods to the retail center. If the routes to a proposed commercial venture are perceived

to disrupt the residential character of an existing neighborhood, then the City should, if possible, predesignate which roads are suitable for commercial traffic generated by the new project.

Policy 8.2: Uses permitted in residential neighborhoods should be low intensity land uses and subject to design and performance guidelines.

Several uses are permitted in residential areas, such as churches, public utilities and child care centers, that could influence the neighborhood character if not appropriately designed. The Zoning Ordinance should designate guidelines for the public to use in evaluating the desirability of a proposal. Guidelines should include: urban design that relates to bulk and scale, landscaping and streetscape improvements, and potential for loss of privacy and sunlight; traffic generation on residential streets; hours of operation; and noise.



Serramonte Library serves the neighborhood

Policy 8.3: Revitalization of existing residences is encouraged so long as accessory structures and additions to residential structures are architecturally compatible with the main structure and of a character and scale compatible with the surrounding neighborhood.

Accessory structures in residential areas should be designed in a manner compatible with the neighborhood. The lot should provide open space in the front yard in terms of landscaped setbacks. Third story additions should be reviewed to assure that active and passive solar potential for surrounding homes is not diminished. The setback and height requirements of the Zoning Ordinance and review procedure for third story additions should be reviewed because these standards were set at a time when solar considerations were not taken into account. There is a need to take into account the geographic location of the addition. For example, the north side third story addition would need to be set back greater or lower than southside third story additions.

Policy 8.4: Home occupations shall be secondary in nature to the home use and not change the residential character of the neighborhood.

An increase in home occupations, if not properly regulated, could create a significant change in a neighborhood. Current controls require that the uses be clearly secondary to the home use. However, if not regulated, there is a potential that there will be an intrusion of commercial uses and/or commercial traffic within the residential neighborhoods. Also, technologies are changing at such a pace that the current regulations themselves could be outdated.

Policy 8.5: Remove overhead utilities on street that front a new infill project by the use of Rule 20A Funds, if available, and developer's contributions.

Traditionally, undergrounding of utilities has been required of developers with new subdivisions. The undergrounding of existing commercial areas along major arterial and collector streets has completed with the use of 20A Funds. These are funds made available to cities by P.G.&E specifically for the purpose of undergrounding electric facilities to improve the streetscapes of communities for the general public benefit. Although the funds have traditionally been applied to major streets, funds are not restricted to that specific use. The intent of this policy is to strengthen the integrity of neighborhoods by improving urban design with the proper use of the regulatory and financial programs. It is not the intent of this policy to subsidize private development for profit. The City will work with the utilities to maximize the benefit of these available programs through active long range planning.

Community Safety and Environmental Resources

Objective 9. In areas of significant natural hazard, establish land uses that minimize risk to public and private improvements.

Natural hazards are the focus of the Safety Element. They are mentioned here in the land use element because it is important to identify the relationship between the use of the land and the risks associated with that land. Significant nat-

ural hazards in Daly City are: earthquake ground shaking, rupture and liquifaction; landslides and slope instability; and shore cliff retreat.

Policy 9.1: Development in the Alquist Priolo Special Study Zone shall be limited to low intensity uses where human occupancy is minimized and public improvements are non-intensive.

The Special Study Zone in Daly City includes the southwestern corner of the Serrramonte Neighborhood and the southern portion of the Coastal Zone. The effect of the earthquake fault and it's slow movement over time can be demonstrated by the loss of the twelve single family home along Westline Drive. Minimal human occupancy means single family homes, in part because they are exempted from special study zone requirements, or very low intensive commercial operations such as storage of household goods. All structures shall respect the required setbacks from the earthquake fault line. Non-intensive public improvements means parks, landscaping, or monuments that designate a point of entry into the City.

Policy 9.2: Prevent critical facilities from locating in areas susceptible to intense ground shaking during an earthquake.

Critical facilities are defined as public or semipublic facilities where the function is critical to the well being of the City should a major catistrophic event, such as a devastating earthquake, cripple the City. Critical facilities are considered to be police and fire stations, hospitals, schools, water supply systems, and communication centers. Locating them in areas susceptible to intense ground shaking will increase the amount of damage to those facilities. This policy applies more to the reconstruction of the City should a major earthquake occur and is dealt with in more detail in the Safety Element.

Policy 9.3: Minimize development in areas with steep slopes, land slide potential, slope instability, and general soil hazards.

Many of the infill sites identified in the City are on steep slopes, i.e., slopes greater than 30%. Not all steep slopes are unstable, thus this policy does not preclude development on all slopes in the City. The appropriate level of analysis for these site specific situations is during the environmental assessment of a particular project. The City shall require geotechnical studies for all development on steep slopes or where there is evidence of slope instability. These studies could be a part of an environmental impact report or separate studies done for a project that requires a building permit. Should development occur on steep slopes within the City, the development should be low intensive use. follow the contours of the

slope, be designed to reduce the need for retaining walls as much as possible and not be visually obstrusive. Other factors that should influence the design of hillside construction are natural processes such as drainage patterns, endangered species habitat and the impacts of the construction phase on the habitat value.

Policy 9.4: Nonconforming land uses that pose a risk to public health, safety, and welfare shall be eliminated.

Nonconforming land uses are those activities that are not in compliance with the zoning classification and General Plan designation for the subject parcel. This policy applies to uses that are declared a public nuisance by either the Chief Building Inspector or the Fire Marshall and deemed to be nonconforming in the opinion of the City Attorney. This policy does not apply to uses that are nonconforming in terms of specific design parameters in the Zoning Ordinance such as parking requirements, setbacks, signage, or lot coverage. Nonconforming land uses that do not pose a risk to public health should not be allowed to expand floor area without correcting the problem, but should not necessarily be eliminated.

Policy 9.5: On-site stormwater retention should be constructed for new, large scale developments to detain the difference in runoff between the 10 year pre-development storm and the 100 year post-development storm, with stormwater released at the 10 year pre-development rate.

New construction alters the amount and rate of stormwater by changing the characteristics of the land surface across which stormwater flows. Large scale developments often have an opportunity to reduce the amount and velocity of flow through a variety of stormwater management techniques. This policy calls for the use of these methods in order to minimize impact on downstream properties. It is also recognized that there are likely instances when retention facilities meeting this policy are not possible.

Objective 10. Maintain a city which is sensitive to the special physical or natural features in the community.

Policy 10.1: Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potential adverse effects.

The City is responsible for identifying potential problems with development proposals and through the use of conditions of approval, mitigation measures or outright denial of the project, prevent the degradation of the community. In

some cases the impacts may not be completely preventable but will not significantly disrupt the community. While approval of these types of projects is not encouraged by this policy, it is recognized that the benefits of a project may outweigh the environmental consequences. In no case shall the City approve a project that endangers the health, safety, or welfare of the public.

Policy 10.2: Archeological resources should be preserved where possible.

Archeological resources are a valuable educational resource for the residents of the city. Every effort should be made to preserve them in their natural state when found or be excavated by professional archeologists for display in a museum.

Policy 10.3: The City shall require that privately owned open space be maintained in an acceptable manner when it is either used or viewed by the public. When new development occurs the provision of open space shall be enhanced.

The way the City permits the use of land, in this case open space, is a land use issue. The City should consider landscaping, setback, and open space guidelines for commercial buildings as well as review the park in-lieu fees for residential subdivisions. This policy applies to the maintenance of vacant lands within the City that have become an eyesore due to accumulation of weeds and trash.

Policy 10.4: The City shall encourage San Francisco International Airport to increase the use of the shoreline take off route and discourage the use of the gap departure route.

The noise element specifically addresses policies concerning the impacts and regulations of noise within the community. From a land use standpoint, however, increases in air traffic would affect all types of land uses within the City. Depending on the usage of a particular departure route, there could be a negative impact in terms of safety and noise on the residential sector of the City. The City shall require the use of noise mitigation measures for noise reduction in new residential construction in areas affected by the gap departure route.

Policy 10.5: The City shall encourage National Park Service to incorporate the City-owned property along the coast into the Golden Gate National Recreation Area.

This policy would further the City's longstanding effort to develop the Mussel Rock site as a park and complete the hiking trail along the coastline to Mussel Rock. Including the coastline stretch of Daly City in the Golden Gate National Recreation Area would provide the final link for the recreation area from San Francisco to Sweeney Ridge above San Bruno and Pacifica.

Policy 10.6: The City shall continue to recognize the importance of the San Bruno Mountain Habitat Conservation Plan (HCP), uphold the integrity of the concepts behind the plan, and respect the agreements that serve to implement it.

The HCP identifies specific areas on San Bruno Mountain that shall be preserved as undisturbed habitat for the unique flora and fauna, designates areas for development adjacent to the regional County park and establishes mitigations for the continued upgrading of resources. The HCP is implemented by an agreement between the United States Department of Interior, California State Department of Fish and Game, the County of San Mateo, the cities of Brisbane, South San Francisco, and Daly City, and landowners.



Reducing airplane noise improves the quality of life

Policy 10.7: Require that the Planned Development concept apply to certain sensitive locations throughout the City which ensures that the City has appropriate review and ability to mitigate environmental impacts through site planning, building design, parking requirements, circulation patterns, grading, and landscaping.

The General Plan Map establishes land uses on specific parcels. This policy recognizes that there are instances where Plan implementation would be reviewed by the Planning Commission and City Council through the use of a planned development-type process. Such a process would include: sketch plan review to determine general acceptability of the land uses and circulation patterns; preliminary plan to review the architectural renderings of the structures; and precise plan and environmental review of development of the site to ensure proper mitigation measures. This policy specifically applies to the following locations:

- 1. The Retail and Office designation in the Coastal Zone near the intersection of John Daly Boulevard and Highway 35.
- 2. The Residential-Low Density designation on St. Francis Boulevard between Serramonte Boulevard and the Lincoln Vista Apartments.
- 3. The Retail and Office and Medium Density residential designation on what is commonly known as the Savage School Site in the St. Francis neighborhood.
- 4. The Retail and Office Commercial designation in the 30 acre area near the intersection of Carter and Martin Streets.
- 5. The Office Commercial designation on the vacant 6.3 acre site on the south side of Serramonte Boulevard generally between Callan and Gellert Boulevards.
- 6. The Service Commercial designation on the vacant five acre site at the intersection of King Drive and Skyline Boulevard.

Regional Land Use Planning

Objective 11. Increase the effectiveness of the planning process with regard to regional concerns that affect the City.

Policy 11.1: The City should actively participate in land use decisions that are made by the County, adjacent cities, and jurisdictions that have regional influence, when those decisions affect Daly City.

The land use implications of decisions made by other agencies must be recognized and accounted for when discussing planning issues in Daly City. For example, the City should recognize that development of the Southern Pacific switching yard in Brisbane will impact Daly City as well as influence future land use decisions in the Bayshore neighborhood. Activity on the southern portion of Mission Street in San Francisco will impact the Top of the Hill area. Land use plans for the San Francisco Airport have regional implications for the entire County. The supply and demand for office space will directly affect economic development efforts. Finally, land use decisions made in Daly City do impact other cities. Therefore, the City should create working relationships with outside jurisdictions that effectuate land use policy in an effort to better present a position on issues.

Policy 11.2: Maintain land uses that are compatible with each other where political boundaries are shared with other cities.

This policy requires the analysis of adjacent land uses when considering the size, scale, and intensity of land use allowed even though the existing land use is in another city. Land uses along a political boundary should compliment each other, not detract from the existing character of the area.

6 Land Use Programs

The Land Use Program is an action agenda defining what Daly City is doing or intends to do to implement the policies and achieve the goal and Objectives of the Land Use Element. This program is organized into two major categories: programs the City is currently utilizing to address land use issues and proposed programs that will further the goal, objectives, and policies of the City. In addition to defining a specific action, the proposed programs also identify the anticipated source of funding, responsible agency, and time frame for each component of the program.

Current Programs for LandUse

The following specific actions have been undertaken by Daly City in response to land use and development issues.

DCRA Site Acquisition

One of the activities of the Redevelopment Agency is property acquisition. The Agency may acquire, by purchase, lease, exchange, donation, or condemnation, lands within the designated redevelopment areas. Acquiring land is done to meet the objectives outlined in the Legal Plan and the economic development policies defined in this land use element. The objective is to revitalize the two major business corridors, Mission Street and Junipero Serra Boulevard so their potential as business, financial, entertainment and cultural cores of the City can be fully realized.

The reason for this program is the original pattern of land subdivision started in the early 1900's. The land was divided into many small parcels and, over time, a wide range of ownership patterns evolved. In order for larger commercial ventures to be viable, the assemblage of parcels is required.

Discretionary Review Procedures

Discretionary review of a project occurs when the City has the right to approve or deny a proposal based on the merits of the application and the information submitted during public hearings. For example, Daly City's Coastal Plan requires discretionary review for all projects located in the Coastal Zone. The process requires review and public hearings for citizen participation by both the Planning Commission and City Council where a determination for compliance with the Coastal Plan must be made prior to approval or denial of a proposed project.

Discretionary review also occurs for all Use Permits, Variances, Subdivisions and Rezonings in order to ensure quality development that minimizes the impact to the surrounding properties. The process allows the City to approve a proposal and require that certain conditions are met that mitigate land use conflicts identified during public hearings. Conditions of approval must be reasonable and be related to impacts identified in the public hearing and supported by information in the record.

Economic Development

The City has prepared an economic development strategy. A Phase I report, describing the City's present economic development condition and some perceptions of future potential, will be used by the City Council to evaluate the structure of any future economic development effort. Important parts of the effort will be to assemble a task force; to review the progress of the work; and to provide localized input in into alternative strategies for economic development.

The initial goals of the economic development efforts are similar in nature to the objectives and policies identified in this plan. They are as follows:

- Expand the City's property, sales, and business license tax base in order to increase the amount of local revenue available to support desired municipal services.
- Reduce the local unemployment rate to a level no higher than the metropolitan area.
- Promote an accurate, positive image of Daly City as a location for economic growth and real estate development.
- Manage the development of available land to maximize economic development benefits.
- Provide for a comfortable transition to economic growth which does not disrupt the existing quality of life in Daly City.
- Select an effective organizational structure for Daly City's economic development program.

Commercial Improvement Program

The City has instituted the Commercial Improvement Program on Mission Street which provides rebates for exterior improvements; such as, facade alterations and renovations. Rebates are based upon the size of the storefront and do not exceed \$15,000 for any one structure. Loans with interest rates between four and ten percent for a maximum of \$35,000 are available to participants for interior improvements to correct minor building code violations. As an added incentive, the City is offering eight hours of free architectural services. The purpose of the program is to re-establish Mission Street as a viable commercial area by improving the physical appearance of storefronts.

Sullivan Corridor Specific Plan Committee

The City prepared a Civic Center Specific Plan to guide development within the Civic Center area. The specific plan does not offer a detailed plan for the Civic Center area, but rather, a series of policies intended to provide a framework to guide and shape future development in the Civic Center area.

The City Council formed a "Civic Center Specific Plan Committee" to review projects within the Civic Center area. The committee is comprised of seven members including elected and appointed officials from the City and the business community. In 1985, the City expanded the boundaries of the specific plan area to include the entire Sullivan Avenue corridor and renamed the committee the "Sullivan Corridor Specific Plan Committee." All projects which are proposed within this area are reviewed by the committee to ensure that they meet the objectives of the City.

Vacant Land Survey

During June 1986, the Planning Division conducted a survey to identify the location and development potential of the balance of the City's vacant and underutilized land. Findings of the report indicated that there are currently 196 acres of developable land within the City. Developable parcels are those parcels which do not have excessive site constraints and have street frontage or street access potential. This represents only 5% of all land in the City. Of these 196 acres, only 77 acres are considered "prime." Prime parcels are those parcels considered to be construction ready.

If updated on a periodic basis, this survey will provide an important resource for planning staff as well as the community. A survey of vacant lands can be used by staff for population and economic projections and future revisions of the General Plan. On a regional scale the survey serves as a data base for agencies such as ABAG to assist them in forecasting future population and economic growth for the San Francisco Bay Area. On a local level, and one of the reasons for conducting the survey, developers may use it for identifying sites available for investment possibilities.

Utility Coordinating Committee

This working committee is comprised of representatives of the Public Works and Planning Division staffs, as well as members of the local utility companies-Pacific Gas and Electric, Pacific Bell Telephone, Vista Grande Cable Television, and the sanitation districts. The committee meets once a month to discuss problems that arise during the implementation of projects, and inform one another of the future projects. Additionally, Rule 20A planning sessions are held as a matter of expedience and necessity. This allows each group to identify potential problems early in the planning stage. A significant contribution to the land use and development process that this committee makes is the identification of areas where infrastructure improvements are required before a project is implemented.

Peninsula Gateway Plaza Specific Plan

In 1985, the City and BART prepared a specific plan for BART station and the Junipero Serra Boulevard corridor just south of the Daly City BART station. The resulting "Peninsula Gateway Plaza Specific Plan" was adopted in accordance with State law governing such plans.

The specific plan area encompasses approximately 37 acres of land which includes land held in residential use, commercial use, quasi-industrial and public facility use. The specific plan area is bounded generally by the San Francisco/Daly City line on the north; by Citrus Avenue to the south; the rear property line of residences fronting Niantic Avenue to the east; and by Junipero Serra Boulevard and Interstate 280 on the west.

Proposed Programs for Land Use

The following specific activities are proposed to be undertaken by the City in an attempt to implement land use policies. Each action has an accompanying responsible agency, possible funding source and time frame. The proposed land use programs are also related to one of the overall land use objectives cited in the polices section in this element.

Program 1. Revise Zoning Ordinance and Map

Objective: Compliance with State Planning Law Responsible Agency: Department of Economic and Community Development, City Attorney

Time Frame: 1988

Funding Source: General Fund

Activity: The Land Use Element contains a variety of concepts that should be reflected in the zoning ordinance. According to State planning laws, various land uses in the Zoning Ordinance and Map must be consistent with the General Plan objectives, policies, programs, and land use designations. The Planning staff, through the Planning Commission, should undertake an assessment of the Ordinance to identify conflicting land use designations and any amendments to the zoning text that are required to implement the Land Use Plan.

Program 2. Property Site Acquisition Strategy

Objective: Economic Development

Responsible Agency: Daly City Redevelopment

Agency (DCRA)
Time Frame: 1988

Funding Source: Tax increment financing

Activity: This program focuses on developing a strategy to identify which parcels in the Redevelopment area are the most desirable to acquire for development purposes. The program should identify the privately owned sites that would compliment the existing parcels owned by the Agency, update ownership records, contact owners and assess land values. Finally, the program should aggressively seek to puchase those sites identified as most desirable.

Program 3: Site Preparation

Objective: Growth and Economic Development Responsible Agency: DCRA, Public Works De-

partment

Time Frame: Continuous

Funding Source: Tax Increment financing

Activity: Sites owned by the Agency should, at the appropriate time, be ready for construction. This includes undergrounding utilities, land-scaping along the streets and medians, removing vacant buildings, expanding intersections capacities, and realigning streets if necessary. The purpose of this program is to facilitate redevelopment by relieving developers of this responsibility.

Program 4: Parking Assessment Districts

Objective: Growth and Economic Development

Responsible Agency: DCRA

Time Frame: 1988-9

Funding Source: Tax increment financing, as-

sessment district

Activity: Study the costs to local businesses and the benefits derived from the creation of a parking district. The purpose of this district is to establish the funds needed to build a parking structure in the Top of the Hill area of Mission Street. The lack of appropriately sized parcels to meet parking requirements is a hinderance to redevelopment efforts. More importantly, the perceived lack of parking on Mission Street is considered to be major issue with existing businesses. This program seeks to identify if there is a need for a parking structure and the financial risks the Agency would take if it is built.

Program 5: Annex Developable Lands

Objective: Growth and Economic Development Responsible Agency: City Manager's Office, Department of Economic and Community Develop-

ment

Time Frame: Continuous

Funding Source: General Funds

Activity: In order for the City to have more control over the development within its Sphere of Influence, including that portion surrounding the new BART Station and Park and Ride facilities, the City should annex those lands. The City should move aggressively toward annexing the area to assure that development decisions are consistent with the General Plan.

Program 6: Undergrounding Utilities

Objective: Urban Design

Responsible Agency: Departments of Public Works and Economic and Community Develop-

ment

Time Frame: 1988

Funding Source: PG.& E Rule 20A funds and Gen-

eral Fund

Activity: This program will identify which areas in the City should be targeted for the undergrounding of utilities when Rule 20A funds become available. The intent is to prioritize areas in order to improve urban design. Coordiantion of the planning effort with Pacific Gas and Electric Company, Pacific Bell, and CATV is essential to ensure feasibility and utility concurrence. The City will work actively with the utilitites to establish, evaluate and implement a five year plan as we are encouraged to do in the League of California Citites Underground Conversion Planning Guide.

Program 7: Design Review Ordinance

Objective: Land use compatibility

Responsible Agency: Department of Economic

and Community Development

Time Frame: 1988

Funding Source: General Fund

Activity: This program would assess the design review procedures the City now uses and make recommendations to the Planning Commission for changes, if needed. It should identify areas where design review is desirable, the types of projects that should be subject to review, and establish the most effective means to implement the recommendations. The program should set guidelines for scale, bulk, colors, materials, pedestrian features, and landscaping to be used by project designers as a guide. The procedures should be incorporated into the existing review process in order to minimize delays.

Program 8: Specific Plan for Civic Center Area

Objective: Economic Development

Responsible Agency: Department of Economic and Community Development and the Sullivan

Corridor Specific Plan Committee

Time Frame: 1988-9

Funding Source: General Fund

Activity: Conduct a market analysis of the Civic Center area and project intensities of land uses that are realistic in their objectives. Adopt a specific plan (per Government Code, Section 65450) as a prelude to development in the area. The specific plan will provide a bridge between the General Plan and individual project submittals in a more area-specific manner than is possible with the city wide zoning ordinance. The plan should address area specific concerns, such as traffic mitigation, and serve as a basis for development agreements. When complete, the plan shall be an area plan that combines zoning specifications, land uses, circulation, and open space into a single package.

Program 9: Fiscal Impact Analysis of Existing Land Uses

Objective: Economic Development

Responsible Agency: Department of Economic and Community Development and Finance De-

partment

Time Frame: 1989

Funding Source: General Fund

Activity: Evaluate the costs of providing municipal services for residential, commercial, office, and industrial land uses within the City. The program should provide cost multipliers for each different type of land use that could be used to evaluate future proposals and identify mecha-

nisms for recovering these costs as a part of the development process.

Program 10: Identify sites desirable for open space

Objective: Community Safety and Compatible

land uses

Responsible Agency: City Manager's office and Department of Economic and Community Development

Time Frame: 1989

Funding Source: Unknown

Activity: Identify parcels that would be most appropriately used for and maintained as open space. Parcels that would be considered would be those where geotechnical constraints pose a risk to intensive human use, site shape and size render it hard to develop, significant views should be protected, or the preservation of important ecological resources. This program would investigate new and innovative land management techniques to achieve the objectives of the plan.

Program 11: Capital Improvement Program (CIP)

Objective: Implement the General Plan

Responsible Agency: City Manager's Office, De-

partment of Public Works Time Frame: Yearly

Funding Source: Variety of funding sources

Activity: Identify the capital projects that are required to implement this plan and prioritize their importance. This program would evaluate the current process for distributing capital improvement funds and attempt to strengthen the linkage between the General Plan and the CIP.

Program 12: Infrastructure Analysis

Objective: Residential and Commercial Develop-

mem

Responsible Agency: Department of Public Works

Time Frame: 1988-9

Funding Source: General Fund

Activity: Identify areas in the City where the infrastructure is limited in its ability to accomodate additional demand. By neighborhood, the City staff would evaluate the systems that process waste water, collect storm runoff, deliver potable water, and provide water pressure for fire fighting capabilities. Once deficient areas are identified, the cost of upgrading systems should be estimated. A fee should then be established that is assessed to all new development in the area and applied by the City to upgrade the infrastructure.



Circulation Element



1 Introduction

Scope and Role of the Circulation Element

The Circulation Element is that part of the General Plan that sets policy for transportation facilities and systems. The transportation system includes the entire network of streets, walkways, bikeways, bus routes, and mass transit facilities.

A transportation plan should assure a balanced system, integrated with the regional system and offering a variety of transit options. The circulation element accomplishes this by describing the existing transportation system, areas that need improvement, and policies and programs to ensure the safe transport of people and goods. Topics given attention in this plan are system improvements, rapid transit, bicycle facilities, and transportation systems management techniques to mitigate impacts from development proposals.

Daly City's transportation system is well established and part of a regional network. The location of the City between San Francisco, the Peninsula, and the South Bay results in many people travelling through Daly City. Another factor influencing this plan is that Daly City is a bedroom community. Residents depend on the regional system for commuting to work. Regional factors that influence local traffic congestion and air quality conditions cannot be significant-

ly influenced by the City's policy plan. This plan describes the modifications required to keep up with the land use changes in the City and region.

State Planning Law

State law requires every City adopt a Circulation Element consisting of the location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other transit facilities. State law encourages development of a balanced system. In particular, Section 65302 (b) of the Government Code states that the Circulation Element should:

- Coordinate the transportation and circulation system with planned land uses as outlined in the Land Use element.
- Promote the efficient transportation of goods and the safe and effective movement of all segments of the population.
- Make efficient use of existing transportation facilities.
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.



Crocker Avenue winds eastward

2 Background Information

Understanding the Language of the Traffic Engineer

Transportation plans often use terms that are very hard to understand. The following section defines some of these terms for the user of this document in an attempt to clarify their meaning. Many of the terms described below are also used in other planning documents, such as environmental impact reports, when estimating the traffic impact of a proposed development project.

Average Daily Traffic (ADT) is the total volume of traffic that crosses over a fixed point on a road in a twenty-four hour period. This data is usually averaged over a month, year or several years.

Average Weekday Traffic (AWDT) is very similar to ADT. As the name indicates the figure for AWDT does not include weekend traffic. The weekday traffic count is used when traffic from employment centers needs to be analyzed.

Accessibility is the relative ease with which a location can be reached by car, public transit, bicycle, or walking.

Capacity of a road is the maximum number of vehicles that can safely use the road over a time period, such as one hour, under the prevailing roadway and traffic conditions. The prevailing roadway conditions are the factors that influence the design capacity of a roadway. The design capacity is a volume of traffic selected for design purposes which will provide a desired level of service. (See below for explanation of level of service.) Intersection capacity is affected by design factors such as the width of the streets and the timing and length of the traffic signal and is the single most important factor influencing the capacity of a street. The capacity of an intersection is the maximum number of vehicles that can enter an intersection from a single approach with most drivers being able to clear the intersection without waiting for more that one complete signal cycle. The character, or type of traffic, also factors into the capacity of an intersection. These characteristics are the percent of turning vehicles; percent of commercial vehicles; whether parking is allowed nearby; pedestrian use of the intersection; and the location of bus stops.

Controlled access means that through traffic is given preferential treatment in the design of a roadway. Expressways and some arterials have controlled access to increase the capacity of the road to handle larger volumes of traffic. Access to a road is controlled by limiting connections to selected public streets, and prohibiting direct connections of private driveways.

Directional split is always associated with a number and is used to identify the difference in the number of vehicles travelling in opposite directions on a road.

Headway is the time between arrivals of a bus or train at a specific location.

Level of Service (LOS) expresses technical measurements of the speed and volume of traffic on a road, or at an intersection, in an abbreviated form. The LOS is a measurement that expresses the percentage of capacity of a road or intersection being used during the peak hour. The LOS levels are designated "A" through "F", from the best to worst, and cover the entire range of traffic operations that may occur. See Appendix A for the complete definition of each LOS.

Mobility-impaired refers to that segment of the population where physical or mental handicaps, or age has made it impossible for individuals to use standard modes of transportation such as a vehicle or public transit.

The **mode of travel** is the type of transportation used by people to get to where they want to go. A mode of travel can be an auto, bus, skateboard, bicycle, walking, rapid transit, or airplane. This plan uses the term **multimodal**. This means maximizing the use of all modes of travel in an effort to design and/or promote a circulation system that is efficient.

Paratransit is an alternative form of transportation that falls between a fixed route public transportation and the private automobile. Conventional public transit has predetermined schedules, fixed routes and stops, and is available to the general public. Depending on the type of paratransit service, it may or may not have a fixed route or stops, or a predetermined schedule. They do not serve the general public. The paratransit service is targeted for a specific group of people such as employees from a company, residents of a residential complex, or the mobility-impaired. Examples of paratransit are dial-aride, carpools, shuttlebuses, and shared-ride tax-is.

Peak hour(s) is the sixty-minute period(s) in which traffic volume is the highest for the day. Peak hours during the weekday are typically from 7:00 to 9:00 AM and 4:00 to 6:00 PM.

Transportation Systems Management is the combination of several programs used by employers to reduce the impact of single occupancy automobiles on the transportation system. A va-

riety of ways can be used to reduce the impacts of a large concentration of employees on the traffic and air quality of an area. For example, the employer could provide a shuttle service to mass transit facilites, promote ridesharing of employees that live in the same area, or allow for flexible work hours that allow employees to arrive and leave work at non-peak hours of traffic congestion.

A **trip** is one way travel from an origin to a destination for a particular purpose such as a journey to work or the grocery store. The **trip end** is both the origin and destination of a trip; each trip has two trip ends. A **person trip** is one way travel by one person from an origin to a destination by any mode of travel.

Volume/Capacity Ratio, or V/C Ratio is the ratio of the volume of traffic to the design capacity of a road to handle those volumes. For example, if the capacity of a road is 20,000 vehicles/day and traffic counts indicate 18,000 vehicle/day are using the road, then the V/C Ratio is 1.8:2.0. V/C Ratios are used to estimate levels of service and congestion.

Circulation System Characteristics

The Daly City transportation network consists of five basic classes of roads that are important to understand when using this Element. In addition to road classifications, sidewalks and bikeways are discussed because they are an important part of the circulation system. The transportation and street system map on the following pageshows each of the major streets in the City. The map classifies each of the major roads by size, volume of traffic, and how they are connected to the larger regional transportation network.

Freeways are routes designed to carry large traffic volumes over long distances. Access is controlled, crossings are separated and median strips are used to separate lanes moving in opposite directions. Interstate 280 is an eight-lane freeway with a right-of-way of 290 feet. Everyday 132,000 vehicles pass through Daly City on Interstate 280.

Expressways are roads designed to carry heavy traffic volumes at moderate speeds. Like freeways, access is controlled to just a few locations and there are medians between lanes in opposite directions. Expressways are different from freeways in that cross traffic usually is at the same grade. The basic right-of-way can vary from 100 to 170 feet. Access to abutting properties is provided by frontage roads. Intersections are signalized and parking is not permitted. Capacity will

vary depending on distances between intersections, ranging from 35,000 to 50,000 ADT. Expressways should be heavily landscaped to give them a parkway character. Skyline Boulevard (Route 35) is the only example of an expressway in Daly City.

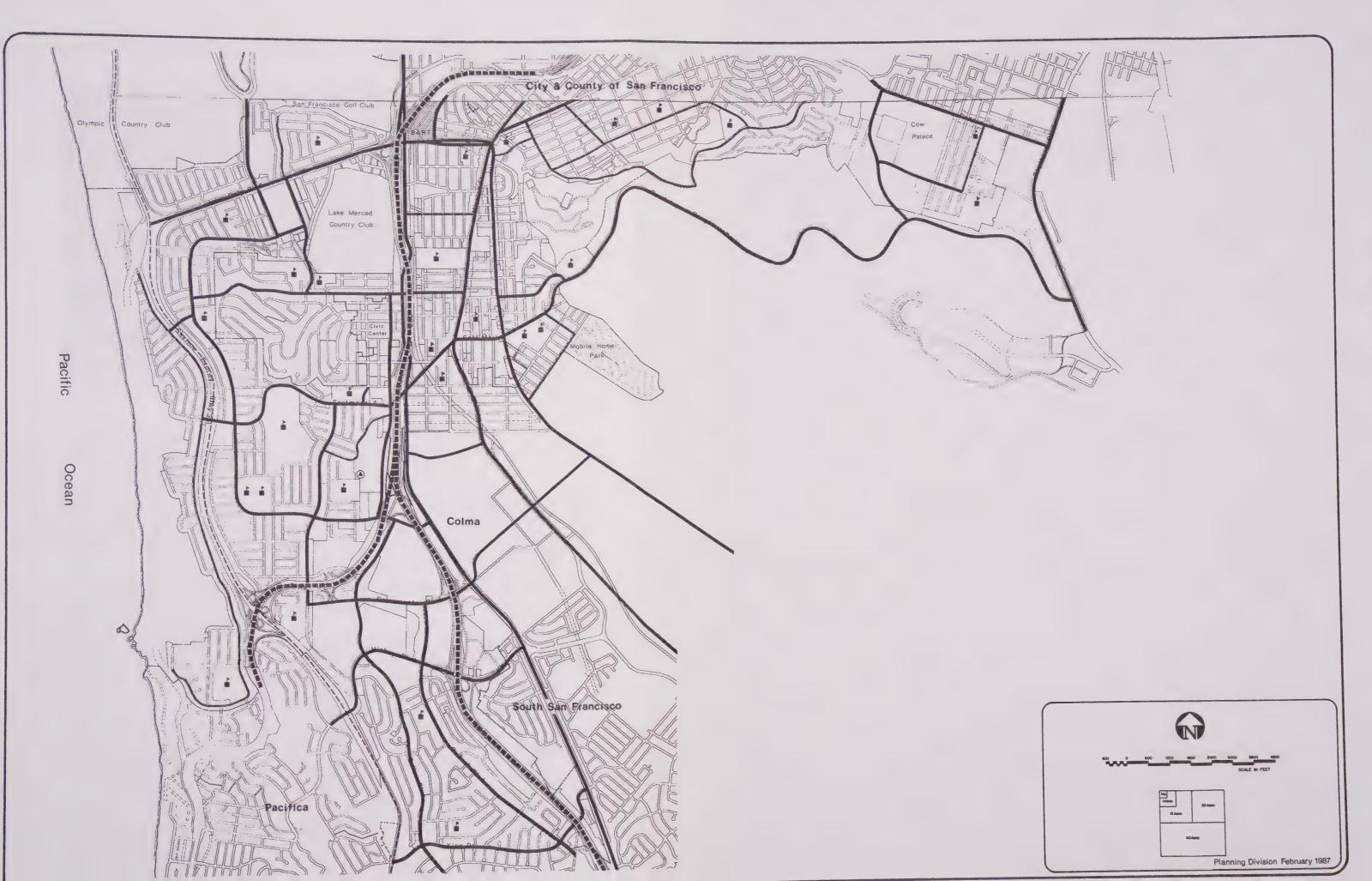
Arterials are designed to carry heavy traffic volumes at lower speeds than expressways. Some major streets have medians to control cross traffic. Separate turning lanes usually are provided and signals control major intersections. Curb cuts for driveways should be located away from intersections and limited to essential access points. Where curb parking is allowed, it may be banned during peak travel times to gain additional capacity. Four-lane major streets have a right-of-way ranging from 88 to 115 feet, depending on whether there are parking lanes, and have a capacity of 22,500 ADT. Examples of four-lane arterials in Daly City are Geneva Avenue, Mission Street, John Daly Boulevard, and Serramonte Boulevard. Landscaping should be designed to emphasize the importance of arterial routes. Arterials can also be two-lane streets. Examples of two-lane arterials in Daly City are Eastmoor Avenue and Skyline Drive. They have rights-of-way ranging from 60 to 70 feet and have a capacity of 11,000 ADT.

Collector streets are designed to channel traffic from local streets into the arterial street system and to handle short trips within neighborhoods. Collectors have two lanes in a right-of-way of 50 or 60 feet and have a capacity of 3,000 ADT. Existing examples include Crocker Avenue and South Mayfare Avenue.

Local streets provide access to destinations within a residential or business district. Local streets may be loop streets, cul-de-sacs, or straight connections between two collector streets. Travel distance to a collector should be short, not much longer than one-half of a mile. Right-of-way widths range from 50 to 60 feet and capacity should not exceed 800 ADT. Local streets are designed for relatively low speed travel with parking permitted on both sides of the street.

Bikeways should provide a safe and convenient network of identified routes linking all activity centers and residential areas. There are three bikeway classifications in this plan. A Class I bikeway is for the exclusive use of bicycles. Street and pedestrian crossings are kept to a minimum or are avoided by building underpasses or overpasses. This type of bikeway is best located in parks or alongside freeways, railroad right-ofway or waterways. There is one Class I bikeway located in Daly City on Lake Merced Boulevard extending from Westlake Park into San Francisco.





TRANSPORTATION & STREET SYSTEM

Arterials

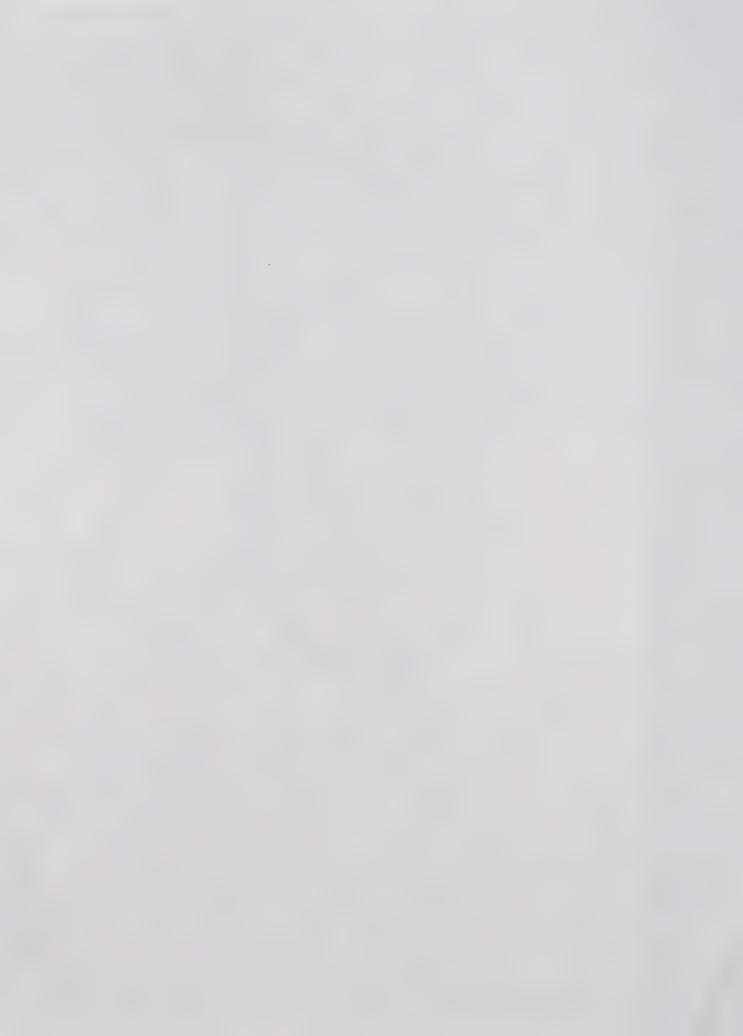
Collectors

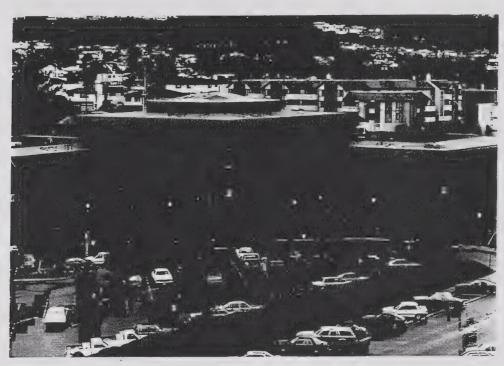
Expressways

Freeways

Intermodal Facility

Heliport





Daly City's Civic Center

Class II bikeways are adjacent to but separated from motor vehicle and/or pedestrian traffic. While the cyclist has a separate path, it may be preempted by turning or parking vehicles. This type of bikeway can be added to existing streets by narrowing travel lanes to provide a path separated by a low berm, painted markings or by removing curb parking. One way lanes should be at least four feet wide. An example of a Class II bikeway in Daly City is found along Carter Street.

Class III bikeways are shared bikeways where the cyclist occupies the same right-of-way with either motor vehicles or pedestrians. Signs are used to designate that the street or path also is to be used by cyclists. While this type of bikeway is the most hazardous, it also is the least expensive to install and is appropriate on local streets with little traffic. The Bicentennial Bike Route on Skyline Boulevard is an example of this type of bikeway in Daly City.

Pedestrian circulation should be separated from vehicular circulation wherever possible. Sidewalks are necessary on streets where curb parking is allowed. Sidewalks and other types of walkways should connect activity centers and residential areas with transit stops. Neighborhood walkway systems should link shopping centers, schools, and parks with homes. Street furniture such as traffic signals, signs and mailboxes should not block pedestrian movements on sidewalks. Street crosswalks should have ramped curbs for handicap access.

Relationship to Other Jurisdictions

This section identifies other policymaking jurisdictions that influence the effectiveness of the transportation system in Daly City. While the City has no direct control over these agencies, the City does work with them in an effort to promote an efficient and safe transportation network.

California Department of Transportation (Caltrans)

This agency is responsible for the expansion and maintenance of the State highway and freeway system. Since Caltrans is responsible for two highways and two freeways in Daly City, they are often consulted in the review of development proposals and environmental impact reports. Caltrans is a funding source for a limited amount of local roadway improvements and provides research for transportation-related planning issues such as trips generated by type of land use. Interstate 280, Route 1, Mission Street, and Skyline Boulevard are Caltrans owned and maintained roadways in Daly City. Caltrans may influence development in a city if they decide to sell off excess right-of-way, such as the case with Serramonte Highlands adjacent to I-280.

Metropolitan Transportation Commission (MTC)

MTC was created by the State legislature in 1970 to prepare a regional transportation plan for the nine counties in the Bay Area. In addition to preparing this plan, MTC approves transportation projects that receive state or federal funding; allocates funds for transit operations; sets toll rates on bridges in the region (except the Golden Gate Bridge); evaluates the performance of the transportation system; and, promotes transit system coordination.

Bay Area Rapid Transit District (BART)

The BART district was formed in 1957 by the State legislature in response to Bay Area growth forecasts and related future transportation needs. BART's first train was launched in 1972. BART now owns and operates a regional rapid transit system that serves commuters in San Francisco, Alameda, Contra Costa Counties, and has one station in Daly City serving the Peninsula. Over the past few years, efforts have been directed toward improving reliability, service quality and capacity of the BART system. In Daly City BART is constructing a 1.5 mile tailtrack extension for the storage of trains. The storage yard should reduce operating costs as well as reduce time between trains that service other terminals in the system. The long range plans for BART service on the Peninsula include a second station in Unincorporated Colma and an extension to the San Francisco International Airport. BART's cooperation is essential if Daly City is to implement traffic improvements intended to serve BART patrons.

San Mateo County Transit District (SamTrans)

SamTrans was formed by the State Legislature, and approved by the voters of San Mateo County, in 1974. The bus system for the County started operations in January of 1975. In addition to the County bus system, SamTrans oversees the Redi-Wheels Program, and the Peninsula Caltrain. SamTrans sponsored a ballot measure in 1985 designed to clear the way for construction of a new BART station in unincorporated Colma. The District is currently negotiating with BART to extend services to the new station, which would be augmented by an extensive feeder bus system. The SamTrans Board of Directors consists of nine appointed members from various leadership positions in the community and meets once a month to determine overall policy.

San Francisco Municipal Railway (MUNI)

The first MUNI trains, with the conglomeration of several private companies, were on the tracks and providing transportation for San Francisco residents in 1944. The operations focus primarily on providing public transit for San Fransisco residents and workers, although there are four routes that come to Daly City. These routes service the Hunters Point neighborhood near the Bayshore; the apartments around Lake Merced; and Fort Mason where the route makes frequent stops along 19th Avenue. All three of these routes end at the Daly City BART station. A fourth MUNI line goes to the Top of the Hill portion of Mission Street in Daly City. Interest has been expressed in extending this line to the BART station.

San Francisco International Airport

The San Francisco airport lies approximately three and one-half miles southeast of Daly City on three square miles of bayfront land. It is under the jurisdiction of and owned by the City and County of San Francisco. The airport provides domestic and international passenger and freight service. The airport has four active runways. Two are designed for arrivals and departures through the gap in the mountain range located at the Highway 35 and Highway 1 interchange. Flights that use these runways result in higher noise levels for residents in the Serramonte neighborhood than other portions of the City experience. Two other runways accomodate flights which arrive and depart over San Francisco Bay.

3 Existing Transportation System

Introduction

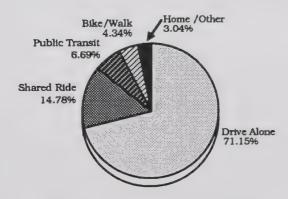
This portion of the Circulation Element describes the various modes of transportation that serve Daly City in terms of use or ridership level. The first section presents information on the modes of travel that people use when travelling to and from Daly City to work as well as the interrelationship of those modes. The following sections present information regarding the level of use of the different modes of transportation including: Public transit, paratransit; bikeways and pedestrian circulation.

Journey to Work Information

In order to determine the mode of transportation which is most preferred by Daly City residents, Journey to Work information from the 1980 Census was reviewed. The Journey to Work information is tabulated for both Cities and Counties by mode of travel and therefore, the percentage of each mode of travel used to go to or from Daly City to work can be determined. Information from San Mateo, San Francisco, Santa Clara, Alameda, Contra Costa, Solano, and Marin Counties has been compiled to represent the overall Journey to Work figures for Daly City. The following two pie charts, Figures 3.1a and 3.2b illustrate the percentage of each travel mode in terms of travelling to or from Daly City to work. Specific city to city and city to county Journey to Work information is presented in Appendix D.

Figure 3.1a

Journey to Work To Daly City
by Travel Mode



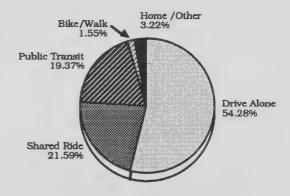
As illustrated by Figure 3.1a, the preferred mode of travel to work in Daly City is the automobile. Over 85% of the trips to Daly City to work are by automobile as either a single occupancy vehicle or shared rides. This high percentage creates a large demand for parking facilities and signifi-

cantly impacts the functional street system. In contrast, only 7% use public transit with the remaining 8% bicycling, walking to work or working at home.

As illustrated in Figure 3.1b, the preferred mode of travel from Daly City to work is still the automobile with approximately 76% of the trips from Daly City being by single occupancy vehicle or shared ride. However, a greater number of people use public transit to go from Daly City to work, as 19% of the trips are by public transit. The higher percentage of public transit use can be attributed to the location of BART in Daly City which serves downtown San Francisco and the East Bay as well as the greater emphasis placed on public transit and ride sharing due to traffic congestion on Highway 101 and the Bay Bridge.

Figure 3.1b

Journey to Work From Daly City
by Travel Mode



Interrelationship of Transportation Modes

The various modes of transportation to and from Daly City are interrelated to a certain degree. Currently, the BART station functions as a focal point for the different modes of transportation as a significant number of passengers come to this station from other peninsula cities and the station is served by both public transit and paratransit services. The Intermodal Study recognizes this and makes recommendations which promote the integration of the different modes which serve the station. The availability of transfer passes from BART to MUNI and other Bay Area public transit services helps integrate public transit use. The development and maintanence of Park and Ride lots along major traffic corridors in San Mateo County continues to promote the use of both public transit and paratransit services and reduce the number of single occupancy vehicles.

Public Transit

San Mateo County Transit District (SamTrans)

SamTrans operates an overall fixed route bus system of 82 routes with a service area of 150 square miles. SamTrans operates 19 fixed bus routes in Daly City with 15 routes directly serving the BART station. Four of the fixed bus routes have vehicles equipped with handicapped access and one route is an express route which runs along Interstate 280 directly into San Francisco. Please refer to page 79 for a map of the bus routes which come Daly City.

which serve Daly City.

In 1985-1986, the average daily number of passengers which used SamTrans bus service was approximately 70,000. Seniors and disabled persons constitute approximately 11% of this total. The Redi-wheels program provides service for 350 mobility impaired riders on 19 specially equipped buses and Caltrain passenger rail provides service for approximately 8000 persons daily. Ridership levels on the 19 routes that serve Daly City have declined in the six year period between 1981 and 1986, with the highest number of passengers using route 5L. Average weekly ridership levels are presented graphically in Figure 3.2 and in Table 3.1a.

Figure 3.2 SamTrans Average Weekly Ridership 19 Routes Serving Daly City 1981-1986

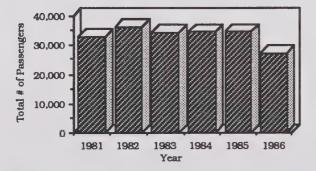


Figure 3.2 and Table 3.1a indicate that Sam-Trans average weekly ridership levels have decreased approximately 17% over the six year period between 1981 and 1986. Several factors could have contributed to the decrease including the strike in 1983, fare increases and the decline in gasoline prices.

Table 3.1a SamTrans Average Weekly Ridership 19 Routes Serving Daly City May 1981-1986

Bus Route	1981	1982	1984	1985	1986
1A	403	506	432	427	383
1C	668	702	583	559	201
1H	135	159	111	142	128
1L	930	1,470	1,186	1,130	1,826
2 S	195	210	158	185	189
3B*	1,546	1,496	1,330	1,430	1,214
3C	485	345	269	278	214
5L*	5,461	5,720	6,660	6,769	6,562
5M	7,669	8,408	7,555	7,080	1,317
10S	686	713	696	693	634
20C*	5,109	5,228	4,866	5,223	4,838
20J*	3,095	3,625	3,411	3,449	2,785
208	286	286	201	220	186
21A	3,066	3,281	3,051	3,075	2,835
21B	922	1,170	1,025	1,050	864
21F	N/A	N/A	N/A	N/A	159
22D	2,276	2,646	2,521	2,612	2,626
24B	148	304	243	262	124
24J	N/A	N/A	N/A	N/A	250
Total:	33,080	36,269	34,298	34,584	27,335

Note: Handicapped Access Available
 Source: San Mateo County Transit District 1986

San Francisco Municipal Railways (MUNI)

Municipal Railways of the City and County of San Francisco (MUNI) operates four routes into Daly City. Routes 28, 54 and 70 serve the BART station and Route 14, serves Mission Street at the Top-of-the-Hill. Of the three routes that serve the BART station, Route 14 appears to have the highest number of passengers. The Intermodal study makes a recommendation to extend the service of Route 14 from Mission Street to the BART station. Ridership Levels by route number are presented in Table 3.1b.

Table 3.1b indicates that MUNI average daily ridership levels, on the routes which serve the Daly City BART station, have declined slightly between November 1982 and March 1984. Howev-

Table 3.1b

MUNI Ridership Levels

Average Daily Passengers

Bus Route #	Nov. 1982	Mar. 1984
14 *	N/A	59,565
14L	N/A	5,304
14X	N/A	1,415
28	13,159	10,793
54	5,236	5,963
70	97	90
Total:	18,492	83,130

Note: Approx. 50% go to the BART station Source: MUNI "Short Range Transit Plan 1986-1991" DKS Assoc. "Daly City Intermodal Study, July 1984"



BUS ROUTES

Local

Express

"" Supplemental

Note: Routes as of Sept. 1986

er, as noted by the table, approximately 50% of the Route 14 passengers go to the BART station and it is assumed that they access the station by walkling. Since ridership figures for Route 14 are unavailable for November 1982, comparisons in ridership between the two years cannot be made. If the recommended extension of Route 14 to the BART station is implemented, this could significantly increase ridership levels at the station.

Bay Area Rapid Transit (BART)

The southernmost peninsula BART Station is located in Daly City. It is currently the only BART station in San Mateo County. The BART station is located in the Peninsula Gateway Plaza Specific Plan area at the corner of John Daly Boulevard and Junipero Serra Boulevard. The BART station is used by approximately 17,500 people each day. According to Table 3.1c, BART ridership levels have remained fairly constant over the five year period between 1980 and 1984. Between 1980 and 1981, there was a slight increase in ridership of approximately 9% with ridership levels decreasing by approximately 6% over the next four years.

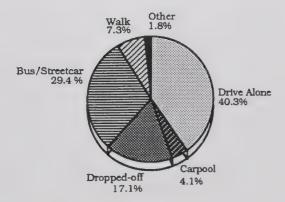
Table 3.1c
BART Ridership Levels 1980-1984
Daly City Station Enteries/Exits

Total	16,911	18,400	18,242	17,815	17,377
Exits	8,615	9,382	9,082	8,950	8,850
Enteries	8,296	9,018	9,160	8,865	8,527
	1980	1981	1982	1983	1984

Source: BART Entry/Exit adjustment Reports 1980-1984

The slight decline in ridership levels can be attributed to the fact that the existing circulation system has almost reached capacity in the BART station area and the limited number of parking

Figure 3.3
BART Station Mode of Access



Source: BART Passenger Profile Study-Number Eight, Decision Research Institute, October 1982 spaces at the station. The previous chart, Figure 3.3 illustrates the percent usage of the different modes of access to the BART station.

Figure 3.3 indicates that as of 1982, approximately 70% of the persons using the Daly City BART station arrive by either single occupancy vehicle or the bus system. This high percentage in conjunction with the lower percent of pedestrians accessing the station would indicate that the Daly City station is predominated by commuter service oriented towards downtown San Francisco.



Daly City is a key to regional transit systems.

Paratransit Services

Paratransit operations in Daly City can be divided into three categories: shuttlebuses and vanpools, carpools, and taxi service. Paratransit service is intended to provide fast and efficient transportation as an alternative to the private vehicle for commuting. As described below, some paratransit services respond to special needs of people who cannot use public transit and require an on call service to get to a doctors appointment, shopping, or social event. Other paratransit services are prearranged ridesharing services that operate mainly during peak times and provide commuters with constant work schedules the opportunity to share vehicles.

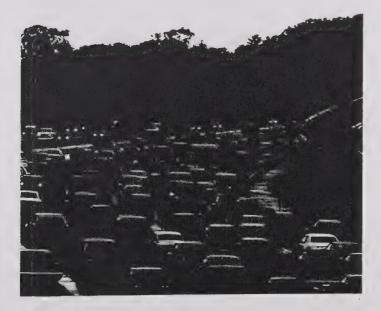
Shuttlebus and Vanpools

Shuttlebuses are an example of a prearranged ridesharing service. A shuttlebus, or vanpool program, in Daly City is most effective when there is a large concentration of individuals in a specific location that can use BART for commuting to work. Shuttlebuses are used by two large employers, one condominium association, and two private organizations in Daly City.

First Nationwide Bank operates two shuttle-buses to BART from their offices located at Hickey Boulevard and Interstate 280. The buses run every fifteen minutes from 7:00 AM to 7:00 PM and is only for employees of the bank. Each bus holds a maximum of fourteen persons. Ridership is full from 7:00 to 10:00 AM, and from 4:00 to 6:00 PM. The shuttlebuses carry about eight or nine persons per trip during non-peak hours of operation. Seton Medical Center is the other major employer in Daly City that operates a shuttlebus. The bus takes employees to and from a remote parking lot located at Sullivan Avenue and Pierce Street but does not provide service to the BART station.

The Crown Colony Condominium Association operates a shuttlebus to and from BART for residents of the residential complex. The service runs every half-hour during the peak hours. The bus is extensively used by the residents of Crown Colony. The program started twelve years ago as an amenity for the complex.

Two programs serve the mobility-impaired population in Daly City. SamTrans contracts with the Redi-Wheels program to operate a Coun-



Interstate 280 carries 132,000 cars each day

ty-wide service. This program provides curb-tocurb service for handicapped individuals and the elderly who have impairments that exclude them from effectively using public transit. The service is provided on call to persons who make reservations. In Daly City, Redi-Wheels focuses on taking people to various medical offices in the St. Francis neighborhood, Seton Hospital on Sullivan Avenue, and Kaiser Hospital in South San Francisco. The service is also extended to groups of elderly people for trips to adult day care centers and social gatherings, and handicapped students who attend Skyline College in San Bruno.

The Poplar Center of San Mateo provides a door-to-door service for the handicapped and elderly who are mobility-impaired. About 25% of the riders are mentally or physically handicapped and 75% are elderly people who cannot use public transit. The Poplar Center estimates that they service about 15% of the demand for special transit. They run a shuttle bus five days a week to the Doelger Senior Center, Peninsula Hospital in Burlingame and Lincoln Park. The Poplar Center service focuses on getting people to various medical and dental appointments, and stores for shopping. The Doelger Senior Center has also worked out an agreement with Sam-Trans for special bus service from the BART station to Westlake Shopping Center and the Senior Center.

Carpools

RIDES for Bay Area Commuters is a private non-profit corporation funded mostly by Caltrans and MTC. RIDES was established in 1977 to promote & facilitate alternative transportation for commuters who work and/or live in the ten County Bay Area (including Santa Cruz). RIDES provides carpooling services for both individual commuters and large employers. The services for individual commuters includes: free computerized car pool matching; general commuter and transit information; and specialized information on how to establish, operate, and maintain a vanpool.

In Daly City, there are approximately 178 commuters currently using this service. RIDES provides two types of services for private businesses and local governments. The first is free and consists of basic consulting and informational services on ride sharing. The second is a contract service that is not free, but is growing in use around the Bay Area. This service consists of contracting with a local government, developer, or employer to provide a full time person who operates a transit center to coordinate carpools and provide commuter information. Currently no such service is provided in Daly City.

Taxi Service

Two companies provide twenty-four hour private taxi service in Daly City. The City Council reviews and approves the license to operate a taxi service in the City. The Gateway Cab Company operates eleven cabs and, with a fleet of sixteen vehicles, the Daly City Cab Company provides about 500 trips per day to locations within and outside of the City. The average length of a trip is approximately three miles and the average number of passengers is 1.25 persons.

Bikeway System

The use of bicycles as a viable means of transportation in Daly City is limited by several factors including topography, climate and the lack of a safe operating environment. While the City cannot influence the topography or climate, it can make provisions for a safe operating environment. Please refer to page 81 for a map of the city and county designated bikeways.

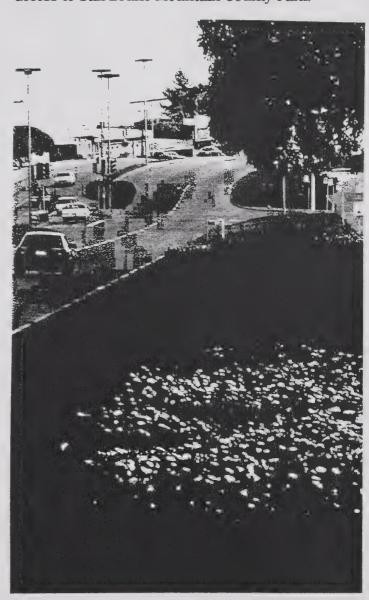
Currently there are two City designated bikeways in Daly City. A Class I Bikeway is located in the northwest portion of the City adjacent to Westlake Park, running north along Lake Merced Boulevard to the City limits. The second bikeway is a Class III bikeway and is part of the Bicentennial Bike Route established by Caltrans. This portion of the Bicentennial Bike Route which runs through Daly City originates on Skyline Boulevard (Route 35) then continues on Skyline Road south until it reaches Pacifica.

The Bikeways Plan of the San Mateo County General Plan designates several roads in Daly City as bikeways. However, these bikeways are not classified and are not recognized by the City as bikeways. The City currently does not have an approved Bicycle Facilities Plan, therefore is not eligible for State funding for the maintenance and construction of bikeways and bike facilities.

Pedestrian Circulation

The pedestrian circulation system in Daly City has been determined by the type and extent of land uses within the City. In the older areas of the City, most notably the Original Daly City and Crocker neighborhoods, commercial land uses are integrated with residential uses in the form of corner grocery stores that can be accessed by walking rather than driving. The central location of the Mission Street Redevelopment Area within these two neighborhoods also provides the residents with commercial uses within walking distance. However, in the newer areas such as the St. Francis Heights and Serramonte neighborhoods, commercial uses are concentrated in small neighborhood serving commercial shopping centers which are more easily accessed by automobile or bus therefore restricting pedestrian access.

There are several hiking trails in Daly City. The most notable is the coastline trail which runs north to south along the pacific coastline and closely follows the abandon Highway 1 right-of-way. Other hiking trails in the city are located around San Bruno Mountain and provide access to San Bruno Mountain County Park.



Landscaping improves appearance



City & County of San Francisco Country Club Country Club Colma South San Francisco Planning Division February 1987

BIKEWAYS

City

County

③ Classification

Proposed



4 Transportation Systems Demand

Introduction

The circulation system links the use of land in Daly City together with the region through a network of freeways, roads, and mass transit. Demands placed on the transportation system are closely tied to the type of land use in a city and the level of intensity the land is developed. One purpose of this chapter is to define how general land uses established in the City influence the design of various transportation improvements. This critical link between land use and the circulation system is discussed in two sections.

The first section describes the amount of traffic generated by different land uses in the City. Although the information is general in nature, it can be used to help estimate additional traffic for a new development proposal; aid in a businessperson's decision for the location of a retail outlet; or to help residents understand why the traffic in their neighborhood is at a certain level. The tables presented in this section where derived from data in the following two publications: 15th Progress Report on Trip Ends Generation Research Counts, California Department of Transportation, December, 1983; and the Air Quality and Urban Development Guidelines for Assessing Impacts of Projects and Plans, Bay Area Air Quality Management District, November,

The second section of this chapter describes the level of service (LOS) for various critical intersections in the City. Areas where the LOS has been found to be a problem in the function of the circulation system are identified.

Transportation and Land Use

Residential uses dominate the existing composition of land uses in Daly City. Part of understanding the implications of a city dominated by residential uses is knowing the traffic implications for various types of residential densities. The table below defines the expected numbers of vehicle trips by residential land use in Daly City.

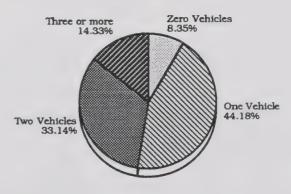
Table 3.2a Average Weekday Trips for Residential Land Uses

Residential Type	Trips per Dwelling Unit	Normal Peak Hour
Single Family	8.9	5-6 p.m.
Condo/Townhouse	5.1	5-6 p.m.
Apartment	5.7	5-6 p.m.
Retirement Home	3.3	3-4 p.m.
Mobile Home Park	5.4	5-6 p.m.

Single family subdivisions generate considerably more trips per dwelling unit than other housing types because, in part, design necessitates the use of automobiles. Daly City's average weekday trip (AWDT) rate of 8.9 is lower than the Bay Area AWDT of 10.0 for single family homes because of the relatively high density of the City's single family districts. Trips for the delivery of services (i.e., utility, mail, and garbage collection) are reduced by the central location of service areas in compact residential developments such as Village in the Park. Demographic factors, including family size, also influence the reduced number of trips per household in condominiums, apartments, and mobile home parks.

The end result of any vehicle trip is the need to find a parking place. Parking in residential subdivisions is harder to accommodate in Daly City because of the long and narrow shape of the parcels. Street frontages of twenty-five to thirty feet influence the site design and subdivision layout when accommodating parking demand. The number of vehicles available in Daly City households is shown in Figure 3.4. The data shows that approximately one-half of the households have

Figure 3.4 Vehicles per Household in Daly City, 1980



Source: 1980 Census

one or no vehicles, indicating that parking demand should not be more than the supply in residential areas. The perceived shortage of parking in many of the residential neighborhoods is aggravated by subdivision design that minimizes on-street parking and the use of garage parking for other purposes, including storage of personal property, hobby rooms, or illegal secondary units.

Traffic generation and prking demand for different types of commercial land uses vary more than residential land uses. AWDT Tables 3.2b and 3.2c on page 84, for commercial and industrial uses respectively, are general in nature

and are intended to show how traffic demands change considerably with the type of commercial activity.

Table 3.2b

Average Weekday Trips for Commercial Land Uses

Commerial	Trips per	Trips per	Normal
Land Use	1,000 Sq. Ft.	Generation Unit	Peak Hour
SHOPPING CTR. a. Regional b. Neighborhood Commercial Store	40 86 48	12.4/Employee 44.8/Employee 46/Employee	12-1 p.m. 5-6 p.m. 12-1 p.m.
RESTAURANT a. Fast Food b. Quality c. Sit Down	956 86 300	26.4/Seat 2.3/Seat	12-1 p.m. 6-7 p.m. 6-7 p.m.
Medical Office	43	20.2/Employee	5-6 p.m.
Hospital	8.6	10/Bed	4-5 p.m.
Motel	10.1	10/Occupied Unit	12-1 p.m.
Commercial Office	15	3.9/Employee	5-6 p.m.
Bank	148	43.1/Employee	12-1 p.m.

The peak hour demand for industrial and commercial uses results in 9-12% of the traffic on the road in a twenty-four hour period. The peak traffic demand for a commercial land use is often the factor used in estimating the required parking for a specific land use. Parking demand is the result of: the number of employees per square foot; the amount of time a customer spends at a particular location; and, the availability and use of alternative transportation modes.

Table 3.2c
Average Weekday Trips for Industrial Land Uses

Industrial	Trips per 1,000 Sq. Ft.	Trips	Normal
Land Use		per Acre	Peak Hour
Industrial Park	5.4	64	4-5 p.m.
Warehouse	4.5	81	7-8 p.m.
Mass Production	4.8	93	7-8 p.m.
Administration	6.7	60	4-5 p.m.
Research/Devel.	6.2	31	4-5 p.m.

For example, the parking demand for office space in a suburban location on the San Francis-co Peninsula is approximately 3.5 spaces/1,000 of gross space. If the office space has a high employee per square foot ratio, as can be found in an insurance office, the demand for parking and transportation facilities will be greater. Should the office be located near a mass transit facility, such as the Peninsula Gateway Plaza Specific Plan area, the demand for parking and road capacity will be reduced.

Developing employment centers in Daly City would provide a significant mitigation measure toward reducing the demand for regional transportation systems such as the freeways and BART. According to the Journey to Work information in Appendix D, 88 % of the employed residents in Daly City commute outside of Daly City



Improved Carter Street serves the Bayshore neighborhood

Table 3.2d

Average Weekday Trips for Public Land Uses

Public Land Uses	Trips per Generation Unit	Normal Peak Hour
SCHOOLS a. High School b. Junior High c. Elementary Library	1.3/Student 1.0/Student 1.0/Student 45.5/1,000 Sq. Ft.	7-8 a.m. 7-8 a.m. 7-8 a.m.
Church/Synagog	45/1,000 Sq. Ft.	_
RECREATION a. Bowling Ctr. b. Health Club c. Golf Course d. Theatre	33/Lane 31.4/1,000 Sq. Ft. 66/Acre 2.5/Seat	 6-7 p.m.
GOVERNMENT a. Civic Ctr. b. Post Office c. DMV	65/1,000 Sq. Ft. 150/1,000 Sq. Ft. 178/1,000 Sq. Ft.	4-5 p.m. 12-1 p.m. 5-6 p.m.



Mission Street-shopping opportunities abound along this arterial

for work. The majority of those individuals use single occupancy vehicles travelling to and from their workplace. The predominance of residential land uses and lack of employment opportunities is directly increasing freeway congestion and contributing toward the degredation of the regional air basin. The problem is compounded by the fact that 69% of the jobs that are in Daly City are held by people who live outside of the City and commute via freeways.

The AWDT information for public and semipublic land uses is shown in Table 3.2d. Note that peak hour demands do not exist for many of the uses listed and the traffic demand for the church/ synagog is calculated for a day of assembly rather than an average weekday.

Level of Service for Selected Intersections

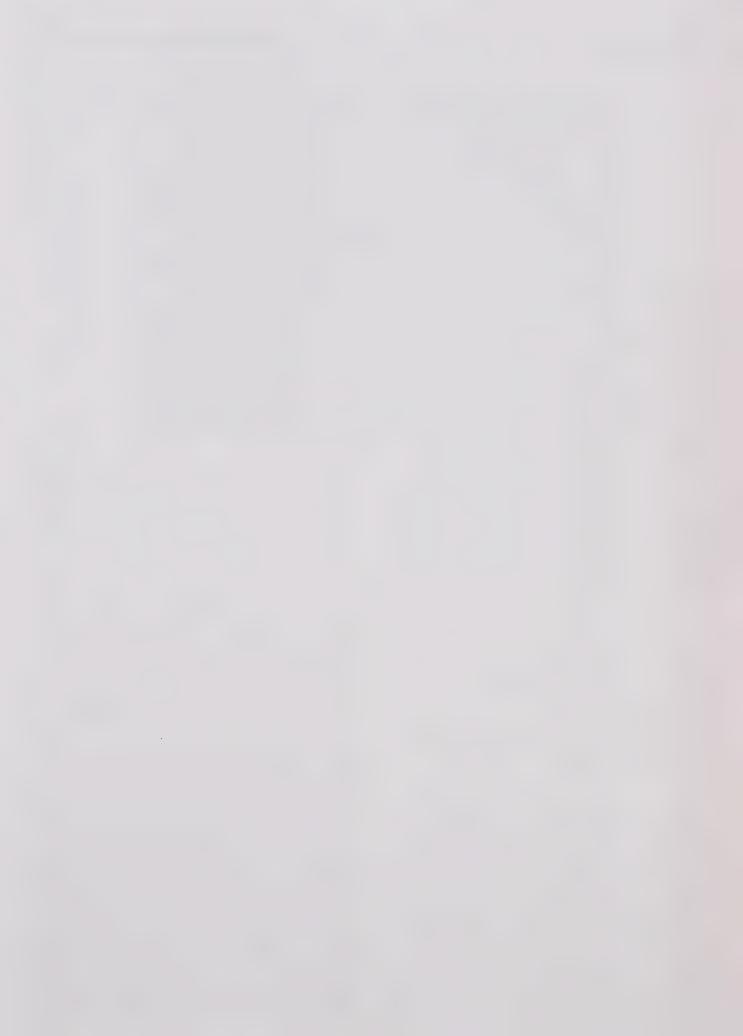
Intersection performance is considered critical to the functioning of a city's circulation because it controls the flow of traffic throughout the system. Appendix B lists the existing level of service (LOS) and the expected LOS, if the City is built to capacity, for thirty-nine intersections. The intersection LOS calculations for build out are based on the cumulative impacts of projects approved by the City as well as the development of vacant lands at present zoning classifications.

The map, Transportation System Demand, on page 85 graphically shows the roads that currently receive the heaviest traffic demand and the existing evening peak hour LOS for the major intersections in the City. The intersections that

are at capacity, LOS E, and the highest demand for roads, occur on arterials that service the free-way thus demonstrating that the majority of the City's commercial activity is along the spine of I-280

Fully 87% of the critical intersections surveyed have an existing LOS of A, B, or C during the peak demand period from 4:00 to 6:00 P.M. These three levels are considered to be optimal for intersection performance, (for definitions of the different levels of service, see Appendix A). Two intersections are approaching capacity during peak demand with an existing LOS D. These intersections are: 1) Mission Street, East Market Street & San Pedro Road, and 2) Junipero Serra Boulevard & San Pedro Road. Three intersections are currently at capacity, or LOS E. These intersections are: 1) John Daly Boulevard, Junipero Serra Boulevard & the I-280 northbound on ramp, 2) northbound on Sullivan Avenue at the I-280 off ramp, and 3) Hickey Boulevard at the I-280 northbound on and off ramps at Imperial Way near Crown Colony.

All three of the intersections identified as being at capacity are scheduled for improvements. The Hickey/I-280 on and off-ramp intersections will be improved as a part of new office development contribution toward mitigating traffic impacts. The second location, the intersection at John Daly Boulevard and Junipero Serra Boulevard, is scheduled for a variety improvements as part of an intermodal grant to improve vehicle and pedestrian access to the BART station. The third location on Sullivan Avenue is part of an overall improvement plan for the Sullivan Avenue Corridor.





TRANSPORTATION SYSTEM DEMAND

TRAFFIC DENSITIES

1,000 -6,000 A.W.D.T.

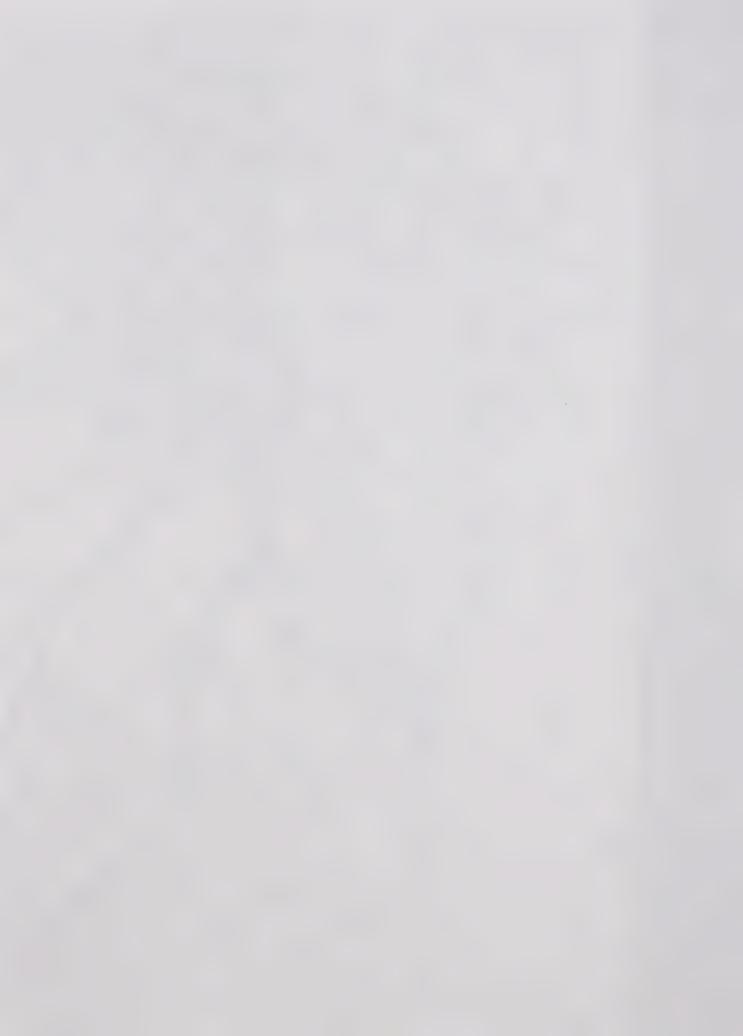
6,001-11,000 A.W.D.T.

11,001-16,000 A.W.D.T.

16,001 -40,000 A.W.D.T.

>40,000 A.W.D.T.

Intersection Level of Service
P.M. Peak Hour



5 Goals, Objectives & Policies

The Circulation Goal

This section of the Circulation Element contains a discussion of the goal, objectives and policies the City has outlined in order to meet the future transportation needs of the community. The goal represents the type of circulation system the City would prefer. The objectives represent actions, which can be measured over time, that provide a general direction towards achievement of the goals, while the policies reflect more specific actions that the City has to take in order to attain the circulation goal. The City's Circulation goal is:

"Develop and maintain an efficient, balanced transportation system which preserves and enhances environmental quality while providing for the safe movement of all people and goods throughout the community."

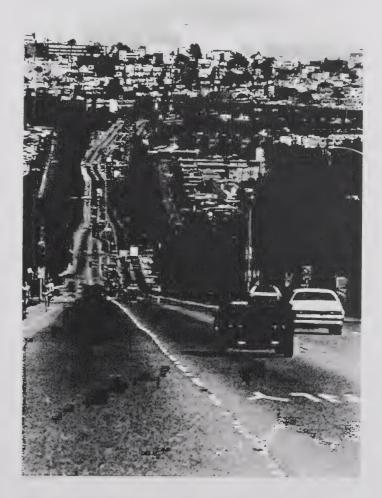
Several facets of the goal warrant consideration. First of all, a balanced transportation system provides the community with alternative transportation choices. Although the automobile is still the primary mode of transportation in the City, many people use other forms of transportation such as buses, taxi, ridesharing, shuttle services and bicycles to move throughout the City. The location of BART in Daly City also provides the community with an alternative method of travelling throughout the Bay Area. There are some people, however, who have little or no choice in terms of mode of transportation. These transit dependent citizens must use public transit to move throughout the community or region. Emphasis should be placed on developing new choices and maintaining and improving existing alternative forms of transportation.

Second, the goal promotes the development of an efficient system. The efficiency of a transportation system is related to the reduction in costs associated with travelling between two places. Two types of costs, direct and indirect costs can be defined. Direct costs include: travel time, gas, vehicle maintanence, transit fares and traffic accidents. Indirect costs include: emotional or psychological stress, energy use and air quality impacts. A reduction in these costs can be achieved through the development of a balanced, multi-modal transportation system.

Third, a balanced and efficient transportation system helps to preserve and enhance environmental quality. The use of alternative modes of transportation will result in improved air quality, the conservation of natural resources and reduced parking demand. Adverse transportation impacts resulting from development can

be mitigated through the requirement of contributions for transportation system improvements such as the signalization of intersections and widening of roads. Other transportation impacts such as insufficient parking can also be mitigated by requiring in-lieu fees for the construction of parking garages or requiring payments under a parking assessment district.

Fourth, all forms of transportation within the community should provide for the safe movement of all citizens. The proper maintenance of streets, sidewalks, intersections, signals, bus stops and directional signs is essential to the safety of the community. The construction of handicapped modifications allow for the improved movement and safety of the physically handicapped. Programs and policies should be directed towards maintaining the safety of public transit systems that serve the City such as BART, SamTrans and MUNI, in order to ensure the safety of their passengers.



John Daly Boulevard looking toward the Top of the Hill

Circulation Objectives and Policies

Transportation System

Objective 1. Develop a multimodal transportation system which provides a variety of choices to all members of the community.

Policy 1.1: Promote a coordinated transportation system in which all modes of transportation compliment each other.

In order to increase efficiency and reduce conflicts in service between the various modes of transportation, the City should work together with BART, SamTrans, MUNI and other agencies to coordinate the scheduling and timing of their services as well as the location of their facilities. The City should encourage SamTrans to develop a transfer system which allows for transfers from both BART and MUNI to SamTrans service. Access to these facilities should provide for the integration of single occupancy vehicles, paratransit services and public transit.

Policy 1.2: Work with the Metropolitan Transportation Commission to coordinate the transportation planning efforts of the City with those of adjacent jurisdictions.

The City should support the Metropolitan Transportation Commissions (MTC) efforts to coordinate regional transportation planning in so far as they contribute to the accomplishment of the goals and policies of this plan. To ensure that the programs contained in MTC's Regional Transportation Plan for the Nine County San Francisco Bay Area are in accord with the needs of the City, the City should participate in the yearly revisions. MTC also provides information regarding new transit programs and assists cities in developing and coordinating alternative transportation systems. The City should consult MTC when developing alternative transportation systems and allow MTC to review any proposed transportation programs.

Policy 1.3: Support the development of a Joint Powers Agreement, including San Francisco, San Mateo and Santa Clara Counties, to form a committee to analyze transportation issues in the three county areas.

The development of a Joint Powers Agreement between the three counties would result in the formation of an Ad Hoc committee comprised of members from each of the three counties. This group would be responsible for analyzing the various transportation issues which concern the three county area. An example of the tasks they

would perform include reviewing the feasibility of continuing and upgrading Caltrain service in the Bay Area.

Objective 2. Reduce the impact of development on existing transportation systems.

Policy 2.1: Maintain a Level of Service "C", which allows for a minimum amount of delays during peak hour traffic periods, where economically or physically feasible.

The City should require that a minimum Level of Service "C" be maintained during peak hour traffic periods at those intersections and roads impacted by development. If a minimum Level of Service "C" cannot be maintained, a Level of Service "D" during peak hour traffic periods would be acceptable if the development incorporates and successfully implements a Transportation System Management program.

Policy 2.2: Require that new development provide a proportionate share of the costs of traffic improvements needed to mitigate traffic impacts.

Most adverse traffic impacts created by new development can be mitigated through the construction of transportation system improvements such as signalization and street widening. It is common practice in the City to require contributions from developers to the cover the cost of transportation system improvements. However, discrepancies arise when determining the appropriate amount of developer contributions. The City should establish by ordinance, a process that can be used to determine the proportionate share of contributions from developers based upon the size or intensity of the use in relation to the amount of improvements needed.

Public Transit Services

Objective 3. Increase ridership levels for all public transit services.

Policy 3.1: Encourage public transit companies to reduce the headway times of their vehicles.

A reduction in headway time could result in increased system efficiency and convenience. This can be seen as an incentive for public transit use as more persons could be accommodated through an increase in the frequency of available transit vehicles thereby reducing travel time.

Policy 3.2: Promote public transit programs and policies which are directed towards the transit dependent.

The City should promote the use of public transit services by making the access to these systems

more convenient. Information about these services, such as bus routes and schedules, should be readily available to the community at transit centers, commercial areas, libraries, multifamily dwellings and activity centers in the City. Other means of increasing ridership levels include incentives such as reduced fares and/or preferential passes for senior citizens, students and other transportation dependent citizens. While it is recognized that these programs are controlled by the transit agencies, the City should promote the development or maintenance of these types of programs.

Objective 4. Encourage the maintenance and expansion of public transit services such as SamTrans, MUNI and BART.

Policy 4.1: Support the development of additional Park and Ride lots in northern San Mateo County.

The construction of additional Park and Ride lots will further integrate the use of single occupancy vehicles and public transit systems. It will also encourage the development and use of paratransit services by providing common areas for ridesharing and shuttle services. The City supports the construction of the proposed SamTrans Park and Ride lot in Unincorporated Colma.

Policy 4.2: Enhance the ability of the BART Station area to function as an intermodal facility.

The intermodal study prepared on the BART station area for the City identified several short-range improvements which would improve pedestrian and vehicular circulation in and around the station area. It is important that these improvements occur in a timely manner in order to relieve existing transportation system impacts.

Policy 4.3: Support the construction of a second BART station in the Daly City Planning Area.

Current and future development in the region will eventually require that a second BART station be constructed. Existing transportation system capacity has almost been reached on John Daly and Junipero Serra Boulevards, restricting access to the existing BART station. The transportation system improvements identified in the Intermodal Study and proposed for the BART station area are primarily short-term improvements intended to mitigate existing circulation impacts. Furthermore, the Intermodal Study states that there are no feasible circulation improvements beyond those proposed in the short range plan which would allow the Daly City BART station access system to provide for the minimum long range patronage projections.

Policy 4.4: Support the extension of the BART system to the San Francisco International Airport.

The extension of the BART system to the San Francisco International Airport is a long term objective of BART. The extension will provide a direct link between Daly City and the airport. This would allow for improved access and public transit service to new and existing commercial retail and office development in accord with the objectives of the Land Use Element.

Paratransit Services

Objective 5. Encourage the development of a coordinated paratransit system.

Policy 5.1: Consider the development of incentives for paratransit use.

Paratransit services were developed in the early 1970's in order to meet the transportation needs not served by the automobile and public transit. Paratransit services can be divided into two groups; demand reponsive paratransit and prearranged ridesharing. Demand responsive service is characterized by Dial-a-ride or Dial-a-bus services and shared-ride taxi services while prearranged ridesharing includes the use of carpools, vanpools and shuttle bus services. The City should evaluate the different incentives being used by other jurisdictions to encourage the use of these types of paratransit services, in order to determine what incentives are applicable to the City and the development of its paratransit system.

Policy 5.2: Require the inclusion of Transportation Systems Management programs for new residential and commercial developments based upon the intensity of the proposed use.

The City should consider requiring new projects to make provisions for the inclusion of Transportation Systems Management programs in order to help mitigate transportation and circulation impacts caused by new residential and commercial development. In the past, some residential and commercial developments have been required to provide shuttle service to and from the Daly City BART station in order to mitigate traffic impacts. While this practice has been successful, it is only a small part of a Transportation System Management program. A typical Transportation System Management program includes ridesharing (carpools and vanpools), shuttle services, alternative work hours, an assigned transportation coordinator and parking management.

Policy 5.3: Support the maintenance and expansion of the RIDES program in San Mateo County.

Rides for Bay Area Commuters (RIDES) provides free computerized car pool matching, general commuter & transit information and specialized van pool services for individual communters. RIDES also provides private employers and local governments with basic employer information services and contract services. New development should be required to contract services from RIDES or other similar programs in order to help mitigate adverse transportation impacts resulting from the development.

Bicycle and Pedestrian Travel

Objective 6. Promote the use of bicycles as an alternative form of transportation.

Policy 6.1: Create or establish new bikeways which compliment those of adjacent jurisdictions.

The San Mateo County Bikeway plan has several designated bikeways which traverse through the City. Section 2373 of the California Streets and Highways Code contains three bikeway classifications; Bike Paths (Class I), Lanes (Class II) and Routes (Class III). By adoption of this plan, the City will adopt those County designated bikeways (as illustrated on the map on page 81) and classify them accordingly as well as designate several arterial and collector streets as either Bike Lanes or Routes. This would promote the use of bicycles in the City and create a safe operating environment in which both modes of transportation, the bicycle and passenger vehicle, could coexist.

It is also important that the designations assigned by the City compliment those of adjacent jurisdictions in order to allow the safe movement of bicycle traffic between the City and other jurisdictions.

Policy 6.2: Provide for the maintenance and improvement of existing bikeways.

All existing bikeways should be properly signed and marked in order to promote bicycle use and improve bicycle safety. Continued maintenance of roads where bikeways are located, including the removal of broken glass, road debris and potholes, is important for the safe movement of bicycle traffic.

Policy 6.3: Improve bicycle access between residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.

Public Transit service from residential areas to major commercial areas, recreational facilities, transit centers, and major activity centers in the City can be considered adequate. Bicycle access, however, is limited. The creation of bike lanes or routes which link residential areas to these other areas will provide the community with improved access as well as additional choices. An important consideration is the provision of adequate bicycle parking and storage facilities. These types of facilities should be placed at schools, commercial shopping areas, recreational facilities, transit centers and activity centers in the City to encourage bicycle usage.

Objective 7. Insure the free and safe movement of pedestrians throughout the community.

Policy 7.1: Strengthen pedestrian access between residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.

Pedestrian access is limited by the lack of sidewalks, clearly marked and signalled intersections and inadequate lighting in some commercial areas in the City. While new development might be required to provide intersection improvements and new curbs, gutters and sidewalks in certain areas, the City should identify and upgrade those areas that will not experience new development and need improvement.

Policy 7.2: Improve pedestrian safety by providing adequate separation of pedestrian and motor vehicle traffic.

Where possible, the City should design new rightof-ways which allow for the seperation of pedestrian and vehicular traffic. This includes making provisions for sidewalks on newly constructed or existing roads and constructing pedestrian overcrossings in areas of heavy pedestrian and vehicular traffic. Barriers such as light poles and traffic signals should not be placed on sidewalks in a manner that restricts pedestrian movement.

Policy 7.3: Improve coastal access by providing hiking trails along the coast.

Daly City should continue to work with the Golden Gate National Recreation Area (GGNRA) to include the coastline of the City in the National Recreation Area. As a part of that continuing effort, the City should provide pedestrian access to the coastline by creating a hiking trail from Mussel Rock to the Thronton State Beach area and improve the existing trail located at Daisku Ikeda Canyon.

Environmental Preservation

Objective 8. Encourage the development of transportation systems which preserve environmental quality and conserve natural resources.

Policy 8.1: Minimize, to the maximum extent possible, adverse transportation related air quality and noise impacts.

A reduction in air quality and noise impacts can be expected by reducing the number of single occupancy vehicles and promoting the use of alternative modes of transportation. Therefore, the achievement of a balanced transportation system will further environmental preservation and enhancement. Providing needed circulation improvements which reduce traffic congestion also reduce the concentration of emmissions and hence improve air quality and reduce noise. The Bay Area Air Quality Management Districts "Air Quality and Urban Development Guildelines for Assessing Impact of Projects and Plans," contains a discussion of mitigation measures, for different types of projects, which emphasize the use of alternative modes of transportation. These mitigation measures should be required in those instances where adverse air quality impacts have been identified.



Award winning road design

Policy 8.2: Reduce freeway congestion and associated impacts by promoting development that provides job opportunities that will improve the jobs/housing balance in the City.

Daly City has always had a greater number of housing units than job opportunities. This imbalance increases the demand for freeways and directly impacts the quality of the Bay Area's air basin. This policy is intended to work in conjunction with the economic development policies in the land use element. The purpose of this policy is to encourage developers to locate new commercial and industrial development in Daly City where moderate income housing is both available and is under construction. To further the implementation of this policy, the City should provide incentives to businesses that hire a significant number of local residents.

Parking

Objective 9. Insure adequate off-street parking opportunities for all new and existing development.

Policy 9.1: Off-street parking requirements for commercial uses should adequately reflect current parking demand.

The current off-street parking requirements in Daly City's Zoning Ordinance, for commercial and office development, do not reflect current parking demand for specific types of commercial and office development. This is supported by the number of off-street parking variances which have been approved in the past five years. The off-street requirements in the Zoning Ordinance should be revised to reflect the demand generated by specific types of commercial uses rather than having a general requirement for all commercial uses.

Policy 9.2: Consider the use of in-lieu fees for parking areas, joint-use of parking areas, the creation of parking assessment districts, and other innovative methods of providing off-street parking.

Several areas in the City including the Peninsula Gateway Plaza and Mission Street Redevelopment Area have considerable parking problems. Other Areas such as the Sullivan Corridor Specific Plan area have tremendous potential for future commercial and office development which would require a high number of parking spaces. The City should continue to explore the potential for use of innovative methods of providing off-street parking in these and other areas.



6 Circulation Programs

Circulation Programs are action programs defining what Daly City is doing or intends to do to implement the policies and achieve the Goal and Objectives of the Circulation Element. Circulation Programs are organized into two major categories: Programs the City is currently utilizing to address transportation needs and proposed programs that will further the circulation goal, objectives and policies of the City. In addition to defining a specific action, the proposed programs also identify the anticipated source of funding, responsible agency and time frame for each component. The following specific actions have been undertaken by Daly City in response to the needs of the transportation system.

Current Programs for Circulation

Intermodal Study

Various transportation agencies must work together to coordinate services. This task requires identifying the components of various transit services, the limitations and constraints of existing systems, and the solutions to the problem of providing a greater level of service with limited resources.

The existing demand at the Daly City BART station, the potential for a second Daly City station and SamTrans park and ride lot at the new storage facility, and projected growth in the Redevelopment Area on Junipero Serra Boulevard required a coordinated approach in order to maximize potential transit opportunities in the area. Thus, the Daly City Intermodal Study was adopted by the City in June of 1985 in an effort to coordinate transit services. The study was funded by the California Transportation Commission (50%), MTC (42%), and the Daly City Redevelopment Agency, (8%). Agencies that participated in the study include: BART, Caltrans, Daly City, SamTrans, MUNI, San Mateo County, and MTC. The report makes recommendations for BART terminal and street improvements in Daly City and indicates how transportation facilities affect, and are affected by, development in the area.

Preferential Parking Permits

The City established a Preferential Parking Permit Ordinance for three residential areas in close proximity to the BART Station. The preferential permit system prohibits BART station patrons from parking in residential areas in order to maintain parking for the residents. Preferential parking areas are established by petition, which

must be signed by at least 1/3 of the residents in the proposed area. Upon reciept of the petition by the City Council, the Council sets a public hearing and refers the matter to the Planning Commission for review pursuant to California Environmental Quality Act (CEQA) and other applicable State and Local guidelines. At the public hearing, the City Engineer submits a written report detailing his recommendations based upon surveys and studies conducted in the proposed area and the Director of Economic and Community Development submits a written report summarizing the Planning Commissions environmental review determination. The City Council then, at the public hearing, has the authority to approve or deny the request. If the request is approved, the ordinance allows property owners in those preferential parking zones designated by the City, to obtain a maximum of three permits. The permits are non-transferrable and are issued annually for no charge.

Traffic Committee

This technical committee is comprised of staff members from the City Manager's office, and the Police, Public Works, and Economic and Community Development Departments. The Committee meets once a month to review and make recommendations on requests for City sponsored traffic improvements or changes in the circulation system. An item may come before the Committee for review at the request of the community or various departments throughout the City administration. Modifications to a SamTrans bus route and/or location of bus stops, restrictions on parking, and the placement of additional stop signs are typical of the type of requests reviewed. The Committee's recommendations are forwarded to the City Council for action.

Lighting and Landscaping Assessment District

Under the provisions of the Landscaping and Lighting Act of 1972, the City formed the Lighting and Landscaping Assessment District in 1982 to fund the construction and maintenance of City street lighting and landscaping. The method of determining the assessment is based upon the relationship of the benefits received to the cost of providing street lighting and public landscaping. Benefits are determined based upon the intensity of use of a parcel (land use designation) and the linear street frontage of the parcel. Lighting and Landscaping Assessment District fees can be used for funding future streetscape improvements.

Proposed Programs for Circulation

The following specific actions will have to be undertaken by Daly City in order to implement the policies outlined in this element.

Program 1. Off-street Parking Requirements Revisions

Objective: Insure adequate parking

Responsible Agency: Planning Division, City At-

torney

Time Frame: 1988-89

Funding source: General Fund

Activity: In order to insure that all new and existing developments have enough parking to meet demand, the City should review and update the Off-street parking requirements section of the Zoning Ordinance. The current zoning ordinance contains off-street parking requirements for commercial and office uses (which are too general). The ordinance should also be revised to include specifications for loading zones and requirements for locating parking meters. Emphasis should be placed on the determination of new specific requirements for commercial and office development as well as mixed-use development.

Program 2. Traffic Level Monitoring System

Objective: Efficient circulation system

Responsible Agency: Department of Public Works

Engineering and Streets Divisions

Time Frame: Continuous Funding Source: General Fund

Activity: The City's existing Geo-base Information Management System contains a circulation file. The file is designed to be accessed by a street section numbering system which has not been developed. The Circulation file, as designed, will contain information about the particular street section including: Speed limit, right-of-way width, number of buses per day, bus headways and traffic counts. Although the file exists, no data has been input as the street section numbering system has not been developed. The Engineering Division and Streets Division of the Department of Public Works should develop a street section numbering system and begin entering data in this file. This would create a database which contains records on traffic counts and level of service for the streets and intersections within a particular street section that can be easily updated.

Program 3. Bicycle Operation and Safety Program

Objective: Promote bicycle use

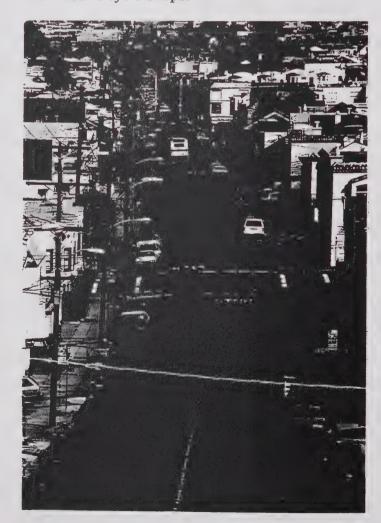
Responsible Agency: Department of Parks and

Recreation, Police Department

Time Frame: Annually

Funding Source: General Fund, Local sponsors

Activity: The use of bicycles in Daly City is limited by a number of factors including topography, climate and a safe operating environment. While the City cannot control the weather or change the topography, it can do something to promote a safe operating environment for bicycle usage. The Department of Parks and Recreation in conjunction with the Police Department should sponsor programs on bicycle use and safety. The programs could be conducted on weekends and include speakers from bicycle organizations and transportation agencies such as MTC. Bicycle repair classes could also be offered in conjunction with local bicycle shops.



Older residential streets require special attention

Program 4. Bikeways Designation and Maintenance

Objective: Promote bicycle use

Responsible Agency: Department of Public Works Time Frame: 1988-89 initially, then continuous-

ly

Funding Source: General Fund, State Funds

Activity: There are two existing bikeways designated in Daly City. The City has outlined policies which allow for the creation of additional new bikeways in the City and for the City to adopt the bikeways which the County has designated which traverse through Daly City. The newly designated bikeways should be properly signed and marked according to their classifications in accordance with the California Streets and Highways Code. In order to properly designate the bikeways, the Public Works Department should revise its "Standard Drawings and Specifications Manual" to include such items a bike lane width, sign design and other bikeway design related specifications. The current street cleaning schedule should be reviewed and revised accordingly to include those streets which have been designated a bikeways in order to insure that the bikeways are kept free of debris.

Program 5. Developer Transportation System Improvement Fees Ordinance

Objective: Mitigate adverse transportation im-

pacts

Responsible Agency: Department of Public Works, Department of Economic and Communi-

ty Development, City Attorney

Time Frame: 1988-89

Funding Source: General Fund

Activity: The City has required that developers of new projects contribute a portion of the costs for transportation system improvements needed to mitigate adverse impacts resulting from the new development. The Department of Public Works in conjunction with the Department of Economic and Community Development should formulate an ordinance which contains a system to calculate the fair share proportion that a developer would be required to contribute for needed transportation system improvements. The fair share proportion should be based on such factors as: intensity or density of the use, extent of the impact, existing traffic densities, intersection level of service and total cost of the improvements.

Program 6. Intermodal Study Improvements

Objective: Traffic safety

Responsible Agency: Department of Public

Works

Time Frame: 1988-89

Funding Source: General Fund, Developer in-lieu

fees and State and Federal Funds

Activity: The Intermodal Study was prepared in order to make short-range recommedations regarding the redesign of the BART station area and longe range analysis to determine appropriate transportation system improvements to be made when the BART turn-around track extension was completed. The short-range improvement program incorporates four primary elements: revised pedestrian flows, relocated transit operations, improved auto circulation, and revised and relocated station parking. In addition, the short-range improvement program includes two options, Option A and Option B, for pedestrian circulation improvements. Option A is recommended as it includes, by design, more extensive mitigations to the pedestrian-vehicle confict problems which exist. These short-range recommedations should be implemented in a timely manner to insure pedestrian safety and improve vehicular circulation around the BART station area.

Program 7. Transportation System Improvements (Capital Projects Management)

Objective: Traffic safety

Responsible Agency: Department of Public

Works

Time Frame: 1988-89

Funding Source: General Fund, Developer inlieu-fees, Lighting and Landscaping Assessment District funds and State and Federal Funds

Activity: The Department of Public Works updates an annual list of proposed transportation system improvements. The list includes street resurfacing, freeway ramp construction, new traffic signal construction, and utility undergrounding. These proposed projects should be completed within the time frames indicated on the list. Additional improvements such as those indicated on the "Transportation System Improvements" map should be added to the list. The list should be updated on a regular basis and as these and other new projects are added, time frames should be properly phased in order to coordinate any new projets with those on the existing list.





TRANSPORTATION SYSTEM IMPROVEMENTS

Traffic Signal

"'Name Hiking Trail

Appendix A

Level of Service (LOS) Definitions

Highways and Streets:

Level of Service A. A condition of free flow, with low volumes and high speeds, with speeds controlled by driver desires, speed limits, and physical roadway conditions.

Level of Service B. A zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane selection.

Level of Service C. Still within the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most drivers are restricted in their freedom to select their own speed, change lanes and pass. A relatively satisfactory operating speed is still obtained, with service volumes perhaps suitable for urban design practice.

Level of Service D. Approaching unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.

Level of Service E. Cannot be described by speed alone, but represents operations at even lower operating speeds than in level D, with volumes at or near the capacity of the highway or street. At capacity, speeds are typically, but not always, in the neighborhood of 30 mph. Flow is unstable, and their may be stoppages of monentary duration.

Level of Service F. Forced flow operation at low speeds, where volumes are above capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream.

Signalized Intersections:

Level of Service A. No approach phase of the signal is fully utilized by trafffic and no vehicle waits longer than one red light cycle. (Note: An approach phase is one red light cycle for a direction of travel through the intersection.)

Level of Service B. Stable operation with an occasional approach phase fully utilized and substantial number of phases are approaching full use.

Level of Service C. Stable operation where occasionally drivers may have to wait through more than one red signal indication.

Level of Service D. A zone of increasing restriction that is approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.

Level of Service E. Intersection is at capacity. It represents the most vehicles that any particular intersection approach can accomodate. At capacity there may be long queues of vehicles waiting upstream of the intersection and delays may be up to several cycles.

Level of Service F. Represents jammed conditions and gridlock.

Sources: Highway Capacity Manual, 1965. Westside Office Building Final Environmental Impact Report, City of Daly City, 1986.

Appendix B

Level of Service for Selected Intersections in Daly City

This appendix contains a chart on the following page that summarizes the traffic data for thirty-nine intersections. The information was collected from ten different environmental impact reports (EIRs) that were prepared for the City by independent consultants. For a complete understanding of the assumptions used to derive the cumulative level of service (LOS) for the intersections, the reader is referred to the EIR where the intersection in question was analyzed. The EIR's are available for public review at either the Serramonte Library or the Daly City Planning office. Listed below are the sources for the LOS data:

- 1. <u>Carter-Martin Street Extension Final EIR.</u> Prepared for the City of Daly City, Department of Community Development by Ironside & Associates, March 1982.
- 2. <u>Carter Street Condominiums Final EIR.</u> Prepared for the City of Daly City, Department of Community Development by Environmental Science Associates, Inc., Februrary 1983.
- 3. Compass Point Final EIR. Prepared for the City of Daly City, Department of Community Development by Larry Seeman Associates, Inc., August, 1985.
- 4. <u>Daly City Intermodal Study. Compendium of Working Papers.</u> Prepared for the City of Daly City by DKS Associates, July, 1984.
- 5. <u>SamTrans Colma Park and Ride Facility Final Environmental Assessment and EIR.</u> Prepared for San Mateo County, Department of Environmental Management; State of California, Department of Transportation; and the U.S. Department of Transportation, Federal Highway Administration by Earth Metrics, Inc., July 1985.
- 6. <u>Serramonte Del Rey Planned Development Final EIR.</u> Prepared for the City of Daly City, Department of Community Development by Larry Seeman Associates, Inc., August, 1985.
- 7. <u>Serramonte Park Plaza Final EIR.</u> Prepared for the City of Daly City, Department of Community Development by Larry Seeman Associates, Inc., February, 1986.
- 8. <u>Victoria Commons Residential Development Draft EIR.</u> Prepared for the City of Daly City, Department of Community Development by ESA, Inc., August, 1986.
- 9. <u>Westside Office Building Final EIR.</u> Prepared for the City of Daly City, Department of Community Development by Kreines & Kreines, Inc., August 1986.
- 10. <u>Village in the Park Final EIR.</u> Prepared for the City of Daly City, Department of Community Development by Larry Seeman Associates, Inc., July, 1984.

Level of Service of Selected Intersections

	Exis	sting	Cumi	ılative
INTERSECTION	A.M.	P.M.	A.M.	P.M.
Guadalupe Canyon Parkway & Bayshore Blvd.	_	A	_	С
Guadalupe Canyon Parkway & Carter St.	_	A	_	C
Geneva Ave. and Carter St.	_	В	_	С
Mission St. & Templeton Ave.	_	A	_	A
Mission St. & Crocker Ave.	_	A		B/C
Mission St. , John Daly Blvd. & Wellington St.		A	_	A
Hillside Blvd. & East Market St.	_	В	_	С
Hillside Blvd., Chester & A Street	_	В		С
Mission St., East Market St. & San Pedro Rd.	_	D	_	D
El Camino Real & F Street	_	A	_	В
John Daly Blvd. & De Long St.	A	В	_	_
John Daly Blvd. & BART Exit	A	A	_	_
John Daly Blvd., Junipero Serra Blvd. & I-280	С	E	_	_
John Daly Blvd. & I-280 On & Off Ramps	A	A	_	_
Junipero Serra Blvd. & North Parkview Ave.		В	_	_
Junipero Serra Blvd. & Westlake Ave.	_	С	_	-
Junipero Serra Blvd. & Washington Ave.	A	A	F	F
Sullivan Ave. & Washington Ave.	A	В	F	F
Sullivan Ave. & I-280 Off Ramp	D	E	D	F
Sullivan Ave. & Eastmoor Ave./San Pedro Rd.	С	B/C	D	F
Junipero Serra Blvd. & Eastmoor Ave./San Pedro Rd.	_	D		E
Sullivan Ave. & I-280/Rt. 1 On Ramp	_	A	_	_
I-280 Off Ramp & Junipero Serra Blvd.	_	В	-	_
Hickey Blvd. & El Camino Real Blvd.	A	A	A	С
Hickey Blvd., I-280 NB On/Off Ramp & Imperial Way	С	E	F	F
Hickey Blvd. & I-280 SB On/Off Ramp	В	В	D	E
Hickey Blvd. & Gellert Blvd.	В	C/D	D	E
Serramonte Blvd. & Gellert Blvd.	_	С	_	D
Serramonte Blvd. & I-280 SB Off Ramp	_	A	_	A
Serramonte Blvd. & I-280 NB On Ramp	_	A		A
Callan Blvd. & Clarinada Ave.	-	A		Α
Clarinada Ave. & Route 1 On/Off Ramp	_	В		D
St. Francis Blvd. & Clarinada Ave.	_	A	_	С
St. Francis Blvd. & Serramonte Blvd.	_	A		Α
Serramonte Blvd. & Route 1 On/Off Ramp		Α		С
Serramonte Blvd. & Callan Blvd.		A		С
Hickey Blvd. & Callan Blvd.	_	A		С
Hickey Blvd. & St. Francis Blvd.	_	A		A
Hickey Blvd. & Route 35	_	С	_	D

Appendix C

Transportation System Improvements

This appendix is intended to show the street and intersection improvements proposed by the City. The list below is to be used in conjunction with Program E listed under Proposed Programs for Circulation in Chapter Six of the Circulation Element.

- 1. NAME: Sullivan Avenue Widening, Phase I LOCATION: Washington Avenue to Eastmoor Avenue TIME FRAME: 1988 construction
- 2. NAME: Sullivan Avenue Widening, Phase II LOCATION: Eastmoor Avenue to I-280 On Ramp TIME FRAME: 1988 design, 1989 construction
- 3. NAME: Edgeworth Avenue Extension—Pre Design LOCATION: Pierce Street to Eastmoor Avenue TIME FRAME: 1988 design
- NAME: Mission Street/San Jose Avenue Signalization LOCATION: Mission Street & San Jose Avenue TIME FRAME: 1988
- NAME: Junipero Serra Widening LOCATION: San Pedro Road to Washington Avenue TIME FRAME: 1988 construction
- NAME: Bus Route Repairs
 LOCATION: Throughout the City
 TIME FRAME: Continuous, depending on funding
- 7. NAME: Street Resurfacing LOCATION: Throughout the City TIME FRAME: Continuous project
- 8. NAME: J.S. /"D" Street Southbound Ramp LOCATION: Junipero Serra Blvd./D Street & Southbound I-280/Route One On Ramp (new) TIME FRAME: 1988 preliminary design. Project not funded or approved.
- 9. NAME: Crocker/Mission Signalization LOCATION: Crocker Avenue and Mission Street TIME FRAME: 1988
- 10. NAME: Sullivan/Southgate Signalization LOCATION: Sullivan Avenue and Southgate Avenue TIME FRAME: 1988
- 11. NAME: J.S./"D" Street & Mission Street Offramp Improvements
 LOCATION: I-280 Northbound Offramp at Junipero Serra Blvd., south of D Street
 TIME FRAME: 1988-89 construction
- 12. NAME: Undergrounding Utilities LOCATION: 89th Street to Washington Avenue & Washington Avenue to Colma City Limits TIME FRAME: 1988
- 13. NAME: Undergrounding Utilities LOCATION: School Street TIME FRAME: 1988

- 14. NAME: Parkway and Street Landscaping Feasibility Study LOCATION: Major Arterials and Selected Streets
 TIME FRAME: 1988
- 15. NAME: Signal Interconnection for Timed Signals
 LOCATION: Eastmoor Avenue, Sullivan Avenue, Washington Street, Junipero Serra
 Boulevard, and San Pedro Road
 TIME FRAME: 1988 design study, 1989 construction
- 16. NAME: Signal Interconnection for Timed Signals LOCATION: Geneva Avenue
 TIME FRAME: 1988 design study, 1989 construction
- 17. NAME: John Daly Signal Modification and Intersection Improvements LOCATION: John Daly Boulevard, Park Plaza Drive, and Lake Merced Boulevard TIME FRAME: 1988-89 design study
- 18. NAME: John Daly Intersection Improvements
 LOCATION: John Daly Boulevard, Sheffield Drive, and Poincetta Drive
 TIME FRAME: 1988 design study, 1989-90 construction
- 19. NAME: Thornton State Beach Access Road Reconstruction
 LOCATION: John Daly Boulevard and Skyline Expressway at Thornton State Beach
 TIME FRAME: 1988 design study, 1989-90 construction
- 20. NAME: Crocker Avenue Widening
 LOCATION: Bellevue Avenue to Pointe Pacific entrance
 TIME FRAME: 1988 design, 1991 construction
- 21. NAME: Serramonte Ramp Grade Separation LOCATION: Serramonte Boulevard and I-280 TIME FRAME: 1990-1991
- NAME: Sullivan Avenue Widening, Phase III & IV LOCATION: 89th Street to Washington Avenue TIME FRAME: 1991-92

Appendix D

1980 Census Journey to Work City to City Commuters by Mode of Travel

The information presented here was derived from the "1980 Census Journey to Work, City to City Commuters by Mode of Travel San Mateo and Santa Clara Counties" Data Release #6 June 1986, by the Metropolitan Transportation Commission. The information was compiled by MTC from the Urban Transportation Planning Package (UTPP) tape file, version 7/6/84, tract level summary. The Journey to Work data shows the number of worker flows from city (place) of residence to city (place) of work by selected mode of travel as reported in the 1980 Census. The mode of travel aggregations presented in the following tables are described below:

MODE	MODE DESCRIPTION
TOTAL	Total modes, including work at home
D/A	Drive Alone
S/R	Shared Ride: 2 plus person carpool
TRANSIT	Transit passenger
PERSON	"Person" Commuter: Summation of D/A,
	S/R and TRANSIT
WALK	Walk Only
BICYCLE	Bicycle Only
OTHER	Other means: Taxi, plus motorcycle rider or
	passenger, plus other modes (presumed to include
	ferry passengers.)
TRAVELS	Traveler: Summation of PERSON, WALK, BICYCLE
	and OTHER modes.
HOME	Work at home.
DRIVER	Vehicle Driver: Summation of drive alone and
	shared ride vehicles.

Data release #6 aggregates the data by City, County and MTC superdistrict. There are 34 superdistricts in the nine-county Bay Area. The information at the superdistrict level includes those unincorporated parts of the County within the superdistrict. For Daly City, the information presented in the two following tables; Journey to Work To Daly City by Travel Mode and Journey to Work From Daly City by Travel Mode, individual City data was aggregated into three zones which correspond to superdistrict boundaries. The data for Daly City, San Francisco and the remaining Counties was reported individually and the unincorporated areas were reported as "Rest of SD-05,06 or 07." The tables on the following pages illustrate the Journey to Work to Daly City and from Daly City data.

Place of Residence	Total	D/A	S/R	Transit	Person	Walk	Bicycle	Other	Travels	Home	Driver
Zone 1											
Brisbane	27	27	0	0	27	0	0	0	27	0	27
Pacifica	1,327	1,122	166	18	1,306	0	11	10	1,327	0	1,204
San Bruno	914	802	70	30	902	12	0	0	914	0	838
S. S. Francisco	1,300	1,024	190	49	1,263	0	12	25	1,300	0	1,108
Rest of SD-05	376	277	50	0	327	43	6	0	376	0	298
Subtotal	3,944	3,252	476	97	3,825	55	29	35	3,944	0	3,475
Zone 2											
Belmont	57	57	0	0	57	0	0	0	57	0	57
Burlingame	205	150	55	0	205	0	0	0	205	0	179
Foster City	105	91	14	0	105	0	0	0	105	0	98
Half Moon Bay	47	37	10	0	47	0	0	0	47	0	42
Hillsborough	83	72	11	0	83	0	0	0	83	0	78
Millbrae	210	210	0	0	210	0	0	0	210	0	210
San Carlos	89	72	17	0	89	0	0	0	89	0	78
San Mateo	540	414	108	0	522	11	7	0	540	0	464
Rest of SD-06	237	201	36	0	237	0	0	0	237	0	219
Subtotal	1,573	1,304	251	0	1,555	11	7	0	1,573	0	1,425
Zone 3											
Atherton	21	21	0	0	21	0	0	0	21	0	21
Menlo Park	13	13	0	0	13	0	0	0	13	0	13
Redwood City	164	100	50	14	164	0	0		164	0	125
N. Fair Oaks	31	18	0	0	18	0	0	13	31	0	18
Woodside	118	53	65	0	118	0	0		118		75
Rest of SD-07	104	53	28	0	81	23	0		104		59
Subtotal	451	258	143	14	415	23	0	13	451	0	311
Daly City	5,008	2,911	757	411	4,079	481	29		4,676		3,260
San Francisco	3,851	2,859	510	407	3,776	57	0		3,851		3,097
Santa Clara Co.	106	106	0	0	106	0	0		106		106
Alameda Co.	460	263	118	79	460	0	0		460		319
Contra Costa Co.	256	149	49	58	256	0	0		256		175
Solano Co.	30	30	0	0	30	0	0		30		30
Marin Co.	257	206	51	0	257	0	0		257		225
Total	15,936	11,338	2,355	1,066	14,759	627	65	153	15,604	332	12,423

Journey to Work from Daly City by Mode of Travel

Place of Work Total D/A S/R Transit Person Walk Bicycle Other Travels Home Drive												
ther Travels	Other	Other	e C	Bicycle	Walk	n	Pers	Transit	S/R	D/A	Total	Place of Work
												Zone 1
0 285	0	0)	0	0	35	2	0	98	187	285	Brisbane
0 264	0	0)	0	0	34	2	34	40	190	264	Pacifica
6 648	6	6)	0	0	2	6	46	90	506	648	San Bruno
48 2,381	48	48)	0	14	9	2,3	175	303	1,841	2,381	S. S. Francisco
17 802)	0	0	35		23		636	802	Rest of SD-05
71 4,380	71	71)	0	14	5	4,29	278	657	3,360	4,380	Subtotal
												Zone 2
0 134	0	0)	0	0	34	13	0	17	117	134	Belmont
23 820	23	23)	0	0	7	7	55	151	591	820	Burlingame
0 8	0	0)	0	0	8		0	0	8	8	Foster City
0 17	0	0)	0	0	7		0	0	17	17	Half Moon Bay
0 9	0	0)	0	0	9		0	0	9	9	Hillsborough
17 249	17	17)	0	0	2	2:	0	83	149	249	Millbrae
0 142	0	0)	0	0	2	14	10	52	80	142	San Carlos
32 604	32	32)	0	0	2	5	93	152	327	604	San Mateo
0 25	0	0)	0	0	5		0	0	25	25	Rest of SD-06
72 2,008	72	72		0	0	6	1,93	158	455	1,323	2,008	Subtotal
												Zone 3
9 32	9	9)	0	0	3		0	0	23	32	Atherton
0 118	0	0)	0	0	8	13	35	55	28	118	Menlo Park
0 309	0	0)	0	0	9	30	9	45	255	309	Redwood City
0 101	0	0)	0	0	1	10	17	41	43	101	Rest of SD-07
81 2,593	81	81)	0	0	2	2,51	219	596	1,697	2,593	Subtotal
87 4,676	87	87)	29	481	9	4,07	411	757	2,911	5,008	Daly City
	646	646	2	12	54	5	23,86	6,414	5,784	11,667	24,577	San Francisco
9 499	9	9		0	7	3	48	0	213	270	499	Santa Clara Co.
10 1,028	10	10		0	0	8	1,01	123	195	700	1,028	Alameda Co.
9 283)	0	0		27	16	60	198	. 283	Contra Costa C
0 75				0	0	5		0	10	65	75	Solano Co.
0 207				0	0		20	16	61	130	207	Marin Co.
	904				556		36,76	7,477	8,333		38,593	Total
90	90	90		41	556	0	36,76	7,477	8,333	20,950	38,593	Total



